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# DOMINION OF CANADA.

## INFORMATION

FOR

## ATTENDING EMIGRANTS.

PUBLISHED BY THE GOVERNMENT OF CANADA.



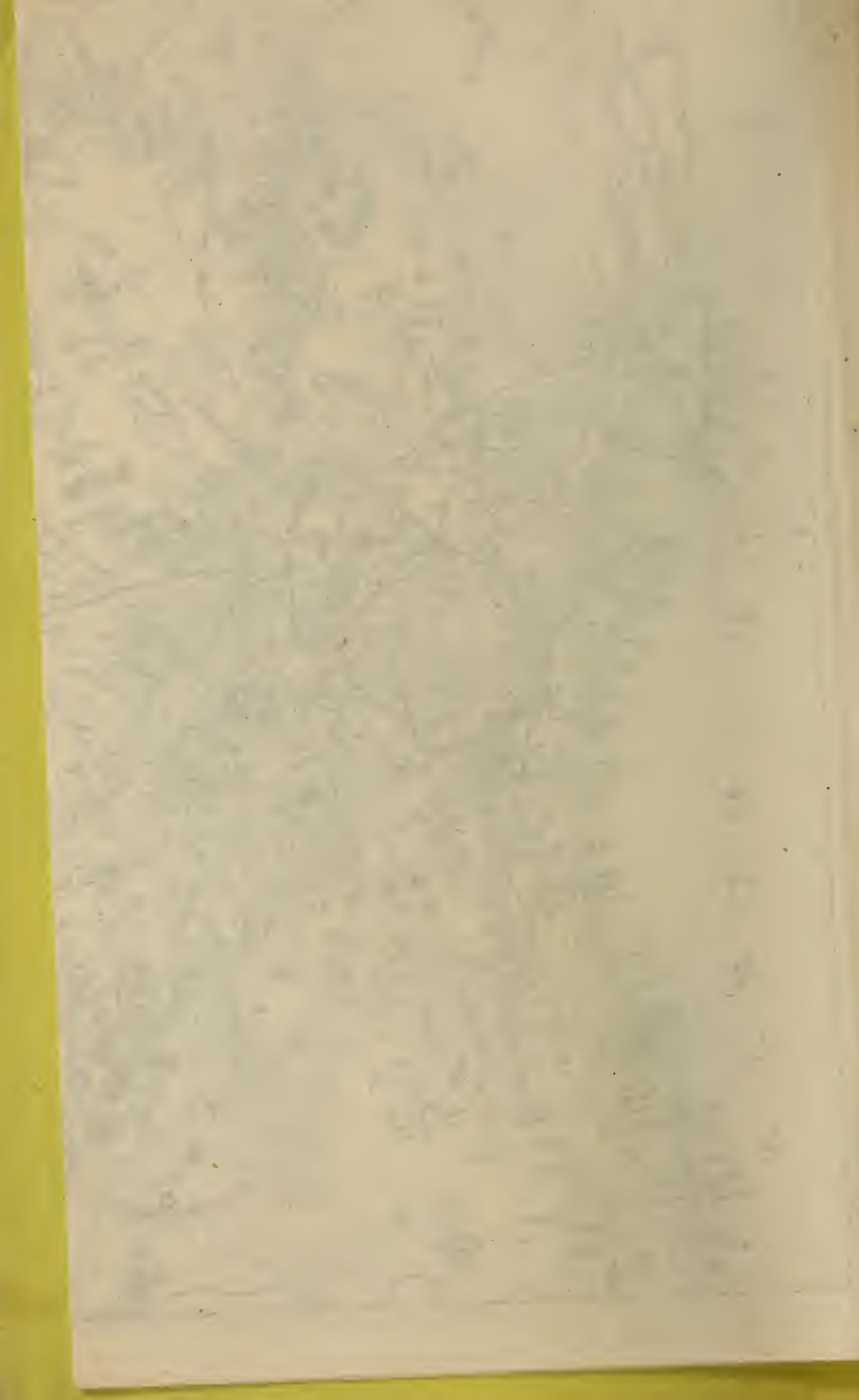
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1874.









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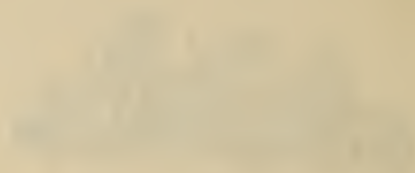
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The information contained in the following pages is compiled for the most part from official sources. The statistics showing the position and progress of the Dominion of Canada in real wealth are brought down to the end of the last fiscal year. The Notices of the several Provinces are taken from publications either issued directly by the local Governments or under their auspices.

The pamphlet has been carefully revised throughout with a view to present as plain and impartial a statement of facts as possible for the information of intending Emigrants.

DEPARTMENT OF AGRICULTURE,  
Ottawa, Canada, 1874.





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# INFORMATION

FOR

## INTENDING EMIGRANTS.

PUBLISHED BY THE GOVERNMENT OF CANADA.

### CHAPTER I. INTRODUCTORY.

DEPARTMENT OF AGRICULTURE, 1874.

#### EMIGRATION FROM EUROPE.

THE continuous emigration from the old settled countries of Europe, principally from the United Kingdom and Germany, to new countries in different parts of the world within the last fifty years, is one of the most remarkable features of modern civilization. About two million persons emigrated from Great Britain alone during the last ten years; and the movement does not begin to exhibit any signs of exhaustion, but rather of increase. It appears from the official statistics, published by the Registrar-General, that the natural increase of the population in England is very nearly a quarter of a million a year over the outflow from emigration. Even with this outflow, there is crowding in the labour markets, and a large amount of pauperism. Emigration relieves both, while it builds up powerful and prosperous and happy communities in hitherto waste places of the world.


Her Majesty's Emigration Commissioners reported that £702,488 sterling were remitted in 1871, by persons who had emigrated to North America, so far as they had ascertained. But they indicate there were large sums remitted which they were unable to ascertain. The remittances of this nature were not the largest in 1871. In 1854 they were ascertained to be £1,730,000 sterling. The object of these remittances was mainly to enable the friends of the senders also to emigrate. More than one half of the whole in 1871 was in the form of prepaid passages. From 1848 to 1871, the sums ascertained to have been so remitted were £17,836,799 sterling. This fact is proof of the general prosperity of emigrants in their new homes.

These pages are intended to show reasons why a large portion of this emigrating movement should be directed to Canada; to indicate the classes of persons who may advantageously emigrate and to furnish them with useful practical directions.



## MOTIVES TO EMIGRATE.

The first question which a man who thinks of emigrating should ask himself, is "Why should I do so?" And it is probably the most important practical question of his life. It involves the breaking up of all the old ties and associations of his childhood, and beginning life afresh in a new country; where everything which surrounds him will seem new and strange to him at first, but with which he will in a very short time, in most cases within one year, become familiar; and the general experience in Canada is that when an immigrant has lived a few years in the country he could not be induced to leave it.

 It is, however, true that emigration has led to many cases of very severe individual hardship; but these are the exception; and they always come from the unfitness of the persons who suffer it to emigrate at all.

Generally speaking, where a man is doing well at home, and sees his way to continue to do so, great caution should be used in advising him to emigrate. But a man who is doing well himself, and has a family, may generally find a better chance for educating and advantageously placing his family in life in Canada, than in the crowded populations of old countries.

Above all things, an emigrant should have good health, and be stout-hearted, prepared to do anything that comes to his hand, and to adapt himself to the circumstances of the new country in which his lot is placed. He may have many things to learn, and many to unlearn. Any man who is not willing to attempt this should not be advised to emigrate.

The first condition of success in Canada is work. Canada is no place for the idler or the dissipated. A man of this character had much better stay at home. Nobody should dream of coming to Canada who thinks it is a country where men can get on without work, unless they have independent means to live on,—in which case they can live cheaply, and educate and settle their children comfortably, with the best prospects.

What the country wants above all things, are resolute workers. For these there is room for a practically unlimited supply. Canada may be said to be the paradise of the resolute worker; but it is a hard place for the drone.

The Hon. J. H. Pope, the recent Minister of Agriculture in the Dominion Cabinet, stated, in a memorandum to the Secretary of State for the Colonies, in reply to questions on the subject of emigration, that—

"There are very many thousands of persons throughout the Dominion who came to this country as laborers, without any means, in fact almost in a state of pauperism, and tenant farmers with very little means, who have attained a state of comparative independence, being proprietors of their own farms, and having laid by sufficient means for their declining years, while they have educated their children and settled them in conditions of ease and plenty.

"In fact, the inducements to immigrate to Canada are not simply good wages and good living among kindred people, under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but the confident prospect which the poorest may have of becoming a proprietor of the soil, earning competence for himself, and comfortably settling his children."

These are facts which hundreds of thousands of poor men in the old country may profitably lay to heart.

## CLASSES WHO SHOULD EMIGRATE.

On this point the following concise and authoritative statement may be quoted from the memorandum of the Minister of Agriculture before referred to :—

"The classes of labourers whose labour is most in demand, are the agricultural ; agriculture being at present, the chief interest of the Dominion. But there is also a very large demand for the classes of the common able-bodied labourers, arising from the numerous and extensive public works and buildings everywhere in progress in the Dominion, and this demand will be largely increased by other large public works projected—notably the Canadian Pacific Railway, and the enlargements of the Canadian Canal System.

"The handicrafts and trades generally, which are, so to speak, of universal application, can also always absorb a large number of artisans and journeymen.

"There is everywhere, in town and country, a large demand for female domestic servants of good character.

"Children of either sex, respectably vouched for, and watched over upon their arrival by the parties who bring them out, may be absorbed in very considerable numbers.

"The various manufactures incident to a comparatively new country, constitute an important and rapidly increasing branch of industry ; and they cause a large demand for immigrant labour.

"The getting out of timber from the forests, and its manufactures, form a leading industry of the Dominion ; but not one to be much relied on for newly arrived Immigrants, the various descriptions of labour which it requires being better performed by persons who have had special training in this country. The various industries, however, which have immediate sympathy with it, make a large demand for Immigrant labour.

"The Fisheries of the Dominion, both on the Atlantic and Pacific coasts, are of almost unlimited extent, and afford a field for the particular kind of labour adapted to them.

"The Dominion possesses very extensive mining resources of almost every kind. These offer a wide field for explorations, and hold out much promise for the future. Their present state of development calls for a considerable amount of labour, which it is expected will be increased to a very large extent, in the immediate future.

"It may be remarked that the classes which should not be induced to emigrate to Canada, unless upon recommendation of private friends, and with a view to places specially available, are professional or literary men, or clerks and shopmen. As a rule there is a tendency towards an over supply of applicants for these callings from within the Dominion itself, and unknown or unfriended Immigrants seeking employment in them, might encounter painful disappointments."

The number of Immigrants who announced their intention to settle in Canada in 1871 was 27,773 ; in 1872, 36,578 ; and in 1873 about 50,000,—the final returns are not made up as this pamphlet is going through the press.

The following further statements on this point are quoted from the memorandum of the Minister of Agriculture referred to :—

"The Immigrant arrivals during 1871, as well as for some years previously, were quite insufficient to satisfy one-third of the labour demands of the country. These are at this moment more importunate than ever.

"The numbers of Immigrants which might be absorbed by the immense agricultural and other requirements of the Dominion are practically unlimited. It is a fact that more than treble the number of the ordinary yearly arrivals of Immigrants could be absorbed without making any glut in the labour market." That is about 120,000 a year for the labour market. But this is not by any



means the limit; while it is certain that the demand will continue to increase. An actual demand for Immigrants of various classes, which has been made in answer to circulars sent out by the Department of Agriculture, is 146,615.

"Besides the number of Immigrants who came to Canada to settle, a very considerable number yearly pass through the country, on their way to the United States, the St. Lawrence being the shortest and best route between the ports of the United Kingdom and the Western States."

It may be further remarked that the demand of Canada for Immigrants is a constantly increasing quantity; and that the thorough opening up and settlement of the newly acquired North West Territory will, in the course of years, involve the absorption of a population as large or larger than that of any nation on the globe.

The question of wages, cost of living, and care of Immigrants, will be treated of in another part of this publication.

#### FARMERS' SONS.

The above remarks refer to the classes of labourers and mechanics who should be advised to emigrate to Canada. But the class of farmers, sons or persons who have had some agricultural training and cannot find land in the old country, may also be advised to come to Canada; and their attention is earnestly directed to the information contained in the following pages.

As a matter of sound precaution, however, in order to avoid mistakes, which would be disastrous, newly arrived immigrants of this class are advised to live at least one year with some Canadian farmer before investing their money, in order to see the mode of farming practiced in Canada, the peculiarity of climate, &c. Many persons who have neglected this precaution have lost their means.

Next in order of the points to be touched are the

#### POSITION AND EXTENT OF CANADA.

The Dominion of Canada comprises a vast territory of about 3,346,681 square miles. It comprises half of the continent of North America.

From East to West it stretches from the Atlantic to the Pacific Oceans; and its extreme southern point reaches a little below the forty-second parallel of latitude. It occupies a greater area than the United States of America, not counting the Province of Alaska. Very large portions of this vast territory are cultivable; and the remaining portions are rich in mineral and other kinds of wealth. The proportion of cultivable land suited to the productions of the temperate zones to the uncultivable is about the same in the Dominion as in the United States.

Its Rivers and Lakes form one of the chief physical features of the continent. Its rivers are among the largest and most remarkable in the world; and its fresh water lakes are altogether the largest and most available in the world.

It possesses many thousands of square miles of the finest and richest Forests of the continent; and many thousands of square miles of the most fertile Prairie land.

It possesses the largest extent of land yet open for settlement, adapted to the growth of Grasses and Cereals, and other productions of the temperate climates, not only on the continent, but in the world.

It has Fisheries of boundless extent, unequalled on the continent, if not in the world, both on its Atlantic and Pacific coasts.

It has also Coal Fields of immense extent in the Provinces on both its coasts; and it is believed that altogether the largest coal deposit of the world lies under the surface of its rich and immense tract of Prairie land east of the Rocky Mountains.

It has gold, silver, copper, iron, lead and other mines of great richness; and almost every description of the most valuable building materials; also petroleum, salt, peat, &c.

The immense rivers and lakes of the Dominion furnish the grandest facilities of water communication. The sailing circle, from the mouth of the St. Lawrence to Europe, gives much the shortest distance across the Atlantic. The line across the continent to the Pacific is by far the shortest for a railway; the conditions for its construction are the most favourable; and the Canadian passes through the Rocky Mountains are the easiest.

On the Pacific coast it has the same favourable commercial conditions, with the finest harbours.

The water system of the St. Lawrence and the great lakes constitutes one of the most marked features in the geographical formation of North America, and leads directly from the Atlantic to the North West of the Dominion. And from the head of Lake Superior, with the exception of a few interruptions, which can be easily overcome by canals, another system of lakes and rivers extends navigation across the continent to the foot of the Rocky Mountains; by means of which the products, in the future of this immense territory, will be borne to the sea-board.

More than 3,600 miles of railway are already in operation within the Dominion, 1,100 more miles are in process of construction, and many more are projected, besides the projected Pacific Railway, which will in time be built: the length of which will be 2,500 miles.

It has great variety of climates, from the Arctic to that of almost the most southern of the temperate zones, modified by the influence of the great lakes.

The climates of the settled portions of the Dominion and of the lands open for settlement are among the most pleasant and healthy in the world, and favourable to the highest development of human energy.

The Dominion of Canada must, therefore, from these facts, become, in the not distant future, the home of one of the most populous and powerful peoples of the earth.

As at present constituted, it is divided into seven Provinces, viz:—Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba, British Columbia and Prince Edward Island; together with the vast unorganized North West Territory, out of which in time other Provinces will come to be formed.

Every Immigrant will have an inheritance in the great future of the Dominion, and help to build it up.

## CHAPTER II.—FACTS ABOUT THE DOMINION.

### STATISTICS OF CANADA.

The statistics of the Dominion show that it has made wonderful progress within the last few years, and that it is still doing so.

Preliminarily it may be explained that the denominations of money in Canada are Dollars and Cents, although the denominations of Pounds, Shillings and Pence are legal. But the system of Dollars and Cents being decimal, is much more convenient than Pounds, Shillings and Pence; and, moreover, being in use all over the continent of America, that nomenclature is used in this publication. A comparison with sterling is subjoined, which will at once enable the reader to understand in sterling, values stated in Dollars and Cents.

#### MONEY.

##### *Sterling into Dollars and Cents.*

	\$ cts.
1 <i>d.</i> Sterling is .....	0 01
1 <i>d.</i> " " .....	0 02
1 <i>s.</i> " " .....	0 24
£1 " " .....	4 87

##### *Dollars and Cents into Sterling.*

	£ s. <i>d.</i>
1 cents is.....	0 0 0½
1 dollar is.....	0 4 1½
4 " " .....	0 16 5½
5 " " .....	1 0 6½

For small change, the Halfpenny sterling is 1 cent, and the Penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at 5 Dollars. This sign (\$) is used to indicate the dollar.

In Canada the dollar of paper money represents gold; but in the United States, when dollars are spoken of, they mean what is called "currency," that is, the dollar when measured by gold is subject to heavy discount. The premium on gold is now 13 per cent. in the United States, and it has been much higher. It fluctuates.

### AREA OF PROVINCES AND TERRITORY.

	Square Miles.
Nova Scotia.....	21,731
New Brunswick .....	27,322
Quebec .....	193,355
Ontario.....	107,780
Manitoba .....	14,340
North West Territory.....	2,750,000
British Columbia.....	220,000
Prince Edward Island.....	12,173

---

3,346,681



The area of the whole of the continent of Europe is 3,900,000 square miles; the area of the United States, exclusive of Alaska, is 2,933,588 square miles,—that of Alaska is 577,390 square miles,—combined, making 3,510,978 miles. Thus the Dominion is over four hundred thousand square miles larger than the United States, without Alaska.

### POPULATION.

The Census of the four Provinces of Ontario, Quebec, New Brunswick and Nova Scotia, was taken in 1871, and that of the Province of Manitoba in 1870. The following Statement shows the population, together with the estimated population of British Columbia and the North West Territory :

	Population.
Nova Scotia.....	387,800
New Brunswick.....	285,777
Quebec.....	1,191,576
Ontario.....	1,620,850
Manitoba (in 1870).....	11,853
North West Territory (estimated).....	28,700
British Columbia (estimated).....	50,000

Total Dominion..... 3,576,656

The following Statement shows a comparison of the population by Provinces, in the case of four original Provinces of the Dominion, in 1871 with 1861 :

	1871.	1861.	Increase.
Ontario.....	1,620,851	1,396,091	
Increase.....		224,760	16.10
Quebec.....	1,191,575	1,111,566	
Increase.....		80,009	7.20
New Brunswick.....	285,777	252,057	
Increase.....		33,743	13.38
Nova Scotia.....	387,800	330,857	
Increase.....		56,943	17.21
Increase.....	3,486,003	3,090,561	
		395,442	12.80

It may be remarked, with reference to these ratios of increase, that there is reason to believe there were errors of exaggeration both in the enumeration and compiling of the Census of 1861; the correction of which would show that the ratio of increase in the population of the Dominion during the decenniad has been quite as great as that of the United States.

The settlement of the great North West of the Dominion is only just beginning, while that of the United States is beginning to be checked by having reached the borders of the American Desert, which begins at about the 100th degree of west longitude, and stretches across the continent to the Rocky Mountains.

Great acceleration of the ratio of the increase of population in Canada may, therefore, be looked for, while that of the United States has already been checked.

# CENSUS OF RELIGIOUS DENOMINATIONS.

	Ontario.	Quebec.	New Brunswick.	Nova Scotia.
Adventists.....	1,449	3,150	711	869
{ African Association.....	1,854			
{ Baptists.....	62,954			36
Baptists { Free Will or Christian.....	10,231	5,301	42,729	54,263
{ Union.....	165	3,378	27,866	19,032
{ Tunkers.....	11,438	2		99
Bible Believers.....	93	5	2	
Brethren { Christian.....	1,513	1		123
{ Plymouth.....	1,639	176	2	10
{ United.....	598	491		49
Catholics, Roman.....		5		1
Christian Conference.....	274,162	1,019,850	96,016	102,001
Church of England.....	11,881	299	1,418	1,555
Congregational.....	330,995	62,449	45,481	55,124
Evangelical Association.....	12,858	5,240	1,193	2,538
Greek Church.....	4,522	163		16
Irvingites.....		2		16
Jews.....	842	251		19
Lutherans.....	518	549	48	
Mahometans.....	32,389	496	82	4,953
{ Methodists.....	13			
{ Wesleyan.....	8,128	4,363	3,439	1,662
Methodists { Episcopal.....	236,911	26,737	26,212	38,683
{ Primitive.....	92,198	1,274	83	403
{ New Connection.....	24,045	48	1	27
{ British Episcopal.....	30,889	1,546		1
{ Calvinistic.....	1,224	13		
{ Bible Christians.....	44	15		1
Mormons.....	18,225	104	121	94
Pagans.....	460		59	15
{ Presbyterians.....	1,884	2		
Presbyterians { Canada & Lower Provinces.....	50,847	13,066	9,045	2,829
{ Connected with Ch. of Scot.....	230,465	17,873	17,796	75,427
{ Reformed.....	63,167	13,023	9,530	21,539
{ Evangelical Union.....	11,388	1,743	2,329	3,723
{ American.....	153	33	1	23
Protestants.....	492	427	151	
Quakers.....	5,758	4,195	63	130
Swedenborgians.....	7,106	117	26	96
Universalists.....	1,888	1,093	21	73
Other Denominations.....	1,722	1,937	590	647
Without Creed { Atheists.....	4,429	191	34	216
{ Deists.....	19	1		
{ No Religion.....	289	43	55	72
Not given.....	4,650	376	76	44
Total.....	13,849	1,461	392	1,353
	1,620,851	1,191,516	285,594	38780



## ORIGINS OF THE PEOPLE.

	Ontario.	Quebec.	New Brunswick.	Nova Scotia.
African.....	13,435	148	1,701	6,212
Dutch.....	19,992	798	6,004	2,863
English.....	439,429	69,822	83,598	113,520
French.....	75,383	929,817	44,907	32,833
German.....	158,608	7,963	4,478	81,942
Greek.....	7	7	1	24
Half-Breed.....	2			
Hindoo.....	8			3
Indian.....	12,978	6,988	1,403	1,666
Irish.....	559,442	123,478	100,643	62,851
Italian.....	304	539	40	152
Jewish.....	43	74	3	
Russian, Polish.....	392	186	1	28
Scandinavian.....	686	451	200	283
Scotch.....	328,849	49,458	40,858	130,741
Spanish, Portuguese.....	213	142	223	251
Swiss.....	950	173	64	1,775
Welsh.....	5,242	283	1,096	1,112
Various Other Origins.....	295	32	1	13
Not given.....	4,508	1,154	373	1,526
Totals.....	1,620,851	1,191,516	285,594	387,800

## IMPORTS AND EXPORTS.

Nothing can show more clearly the wonderfully rapid progress of Canada in the career of prosperity—and particularly since Confederation—than the figures of its total trade. They exceed the anticipations of the most sanguine. In 1866-67 the total trade amounted to \$94,791,860; in 1871-72 it reached \$194,070,190; and in 1872-73, it had reached the very large figure of \$217,197,096, showing that the volume of trade had very much more than doubled, in fact it had almost trebled, within that period.

For the purpose of comparison, we repeat the figures showing the total trade for the two last decennials:—

<i>Years.</i>	<i>Total Trade.</i>
1850.....	\$29,703,497
1851.....	34,805,461
1852.....	35,594,100
1853.....	55,782,739
1854.....	63,548,515
1855.....	64,274,680
1856.....	75,631,404
1857.....	66,437,222
1858.....	52,550,461
1859.....	58,299,242

Between the years 1860 and 1869, inclusive, the total trade shows as follows:

1860.....	\$68,955,093
1861.....	76,119,843
1862.....	79,398,067
1863.....	81,458,335

<i>Years.</i>	<i>Total Trade.</i>
1864 $\frac{1}{2}$ year.....	\$34,586,054
1864-5 .....	80,644,951
1865-6 .....	96,479,738
1866-7 .....	94,791,860
1867-8 .....	119,797,879
1868-9 .....	130,889,946

These two past decenniads show remarkable progress; but the first three years of the present show more remarkable progress still:

1869-70 .....	\$148,387,829
1870-71 .....	170,266,589
1871-72 .....	194,070,190
1872-73 .....	217,197,096

The increase alone of these three years is almost as large as the total trade in 1850.

#### TRADE OF CANADA DURING FISCAL YEAR ENDING JUNE 30TH, 1873.

The gross value of Goods imported and entered into consumption into the Dominion of Canada for the fiscal year ending 30th

June, 1873, was.....\$126,586,523

The value of Exports for same..... 90,610,573

Aggregate trade of the Dominion..... 217,197,096

The amount of duties collected was.....\$13,017,730 77

The aggregate of tons of shipping was, exclusive of British Columbia..... 12,808,160 00

Value of Goods imported from Great Britain entered for consumption, 1871-2..... 61,900,702 00

do do do do 1870-71 49,168,170 00

Increase..... 12,732,532 00

Value of Goods exported to Great Britain, 1871-2..... 25,637,996 00

do do do 1870-71..... 24,173,224 00

Increase..... 1,464,772 00

Value of Goods imported from United States entered for consumption, 1871-2..... 34,217,969 00

do do do do 1870-71 29,022,387 00

Increase..... 5,195,582 00

Exported to United States, 1871-2..... 31,896,816 00

do do 1870-1..... 30,975,642 00

Increase..... 921,174 00

The chief items of exports for the last two fiscal years, exclusive of British Columbia and Manitoba, were:—

	1871-2.	1872-3.
Produce of the Mine .....	\$ 3,926,608	5,108,979
do Fisheries.....	4,348,508	4,746,215
do Forest.....	23,685,382	26,705,562
Animals and their products.....	12,416,613	13,288,147
Agriculture.....	13,378,562	14,953,358
Manufactures.....	2,389,435	2,980,017

It thus appears that the product of the forest is by far the largest item of the exports of the Dominion. The following are the principal items:—

	By Sea.	By Rail or Inland Navigation.
Deals—Planks and Boards.....	\$8,754,346	\$9,632,362
Timber, other than Spars or Masts.....	6,119,735	246,322

Of animals and their produce during the same year, the following are the principal items:—

	By Sea.	By Rail or Inland Navigation.
	Value.	Value.
Horses.....	\$ 41,362	\$ 876,555
Horned Cattle.....	117,399	673,039
Sheep.....	39,003	916,776
Swine.....	286	12,863
Poultry.....	4,478	84,608
Pork, Beef and other Meats.....	893,394	1,347,589
Butter, cheese and eggs.....	3,220,505	2,374,708
Lard and Tallow.....	138,223	91,552
Hides, Pelts, Horns and Hoofs.....	42,276	436,846
Wool.....	14,567	1,443,232
Furs, dressed or undressed.....	224,122	218,193

Of agricultural products exported during the same year, the following are the principal items:—

	Quantity.	By Sea.	By Rail or Inland Navigation.
		Value.	Value.
Wheat, Bushels.....	4,505,830	\$4,165,900	\$1,891,975
Barley, Rye, Beans, Peas, and Oats, Bush	6,010,000	803,112	3,321,787
Indian Corn, Bush.....	717,566	402,229	11,764
Flour and Meal of all kinds, brls.....		521,551	2,477,497
Seeds of all descriptions not named above			1,398
Hops, lbs.....		\$27,489	2,897
Tobacco, lbs.....		124,712	400
Fruits and Vegetables.....			256,843

### PUBLIC ACCOUNTS OF CANADA.

From the Public Accounts, as laid before Parliament, the following comparative statement of receipts and expenditure of the Dominion of Canada for the four years ended June 30th, 1871, is taken. The figures of the two last columns, for the fiscal years 1871-72, 1872-73, are compiled from the monthly statements in the *Official Gazette*:—

	1867-68.	1868-69.	1869-70.	1870-71.	1871-72.	1872-73.
Customs.....	8,578,380 09	8,272,879 78	9,334,212 98	11,841,104 56	12,287,821	12,747,042
Excise.....	3,002,588 16	2,710,028 42	3,619,622 47	4,295,944 72	4,738,830	4,458,671
Post Office, including Ocean Postage and Money Orders	525,691 80	535,315 14	573,565 84	612,630 67	652,879	832,198
Public Works, including Railways.....	901,466 41	918,932 80	1,006,844 67	1,146,240 25	1,110,981	1,229,983
Bill Stamps.....	119,712 83	129,664 81	134,047 22	183,319 42	189,616	199,356
Miscellaneous.....	560,089 20	1,812,353 57	843,932 47	1,256,321 19	1,319,972	671,324
Totals.....	13,687,928 49	14,379,174 52	15,512,225 65	19,335,560 81	20,800,133	20,118,57



In this comparison the feature of increase is very marked since the early years of Confederation:

The following comparative statement of expenditure of the Dominion during four years corresponding is also taken from the Public Accounts, and that of the fifth year corresponding is compiled from the monthly statements in the *Official Gazette*:—

1867-8	1868-9	1869-70	1870-1	1871-2	1872-3
\$13,486,092 96	\$14,030,684 00	\$14,345,509 58	\$15,623,081 72	\$18,964,671	\$20,751,120 20

The total Revenue for the six years was.....\$103,353,598

Total Expenditure.....96,308,551

Shewing a surplus in the six years, of.....\$ 6,152,946

It is, however, to be remarked that in the fiscal year 1872-3, there was a deficiency of \$637,543.24. It may be further remarked that the expenditure in these years includes payments towards Sinking Fund, and several items which were formerly charged to Capital Account to be transferred to Consolidated Fund.

During four of these years there was an expenditure on Capital Account out of Income of \$6,104,027 58.

The net debt of the Dominion in 1872, deducting assets, was \$82,187,074; the net interest \$5,302,812 80; the average rate of interest 5.41 per cent.

The net debt amounts to \$21 72 per head, and the net interest to \$1.20 per head.

The debt of Canada was incurred for the construction of public works, which are of the greatest service to the country, and will continue to be so in increasing ratio with the increase of population, whilst the cost per head will be thereby correspondingly diminished. None of the debt was incurred in the waste of war; and the trifling interest which each person in the Dominion pays for it may be said to be the rent of magnificent public works, which have made the country rich and prosperous.

These public works are being immensely extended by the building of the Intercolonial Railway; the enlargement of the Canals; and the construction of other works for communication across the continent.

#### STATISTICS OF BANKS.

The following statement shows the paid-up capital and deposits in the chartered Banks for the last five years:—

Years.	Paid up Capital.	Deposits.
1868.....	\$28,529,048	\$30,168,536
1869.....	29,651,674	36,671,432
1870.....	31,450,597	50,229,788
1871.....	36,415,210	55,763,066
1872.....	45,134,609	64,720,489
1873.....	55,102,939	68,677,117

These figures do not, however, include the returns of quite all the chartered Banks in the Dominion, as three or four in the Maritime Provinces, not being obliged by their charters to make returns, have not furnished any.

The increase in Banking Capital in 1871 over 1870 was \$6,614,377, or nearly 22 per cent; in 1872 over 1871 was \$8,719,390, or 23.92 per cent; and the increase of 1873 over 1872 was \$9,968,350, or 22.08 per cent. The increase in 1873 over 1870 is \$25,301,946, or nearly 85 per cent. Nothing

can show more decisively than these figures, the continued and steady prosperity of the country.

The Balances of Deposits in the Savings Banks on June 30th, 1873, may be thus stated:

Post Office Savings Banks.....	3,604,351.57
Other Government do .....	2,958,170.39
Montreal City and District do .....	4,739,721.59
	<hr/>
	\$11,342,243.45

The amount of those savings deposited in institutions from which we have no return is no doubt very considerable. The total amount of known Deposits in the Dominion is thus:

Chartered Banks.....	68,677,117.30
Savings Banks.....	11,342,243.45
	<hr/>
	\$80,019,360.75

The combined Government and Bank circulation at the end of the last fiscal year amounted to \$40,830,301

The system of Post Office and Government Savings Banks is of particular interest to Immigrants to Canada.

### THE CLIMATE OF CANADA.

There is no more important question for an intending emigrant than the nature of the climate of the country to which he proposes to go. The climate of Canada has been already incidentally spoken of as having great variety—from the Arctic to that of the most southern of the temperate zones. It is more mis-conceived abroad than any other fact pertaining to the country. Perfectly absurd ideas prevail respecting the rigors of Canadian winters. It is true the winters are decided, and snow, in many parts, covers the ground to the depth of two or three feet; but there are great advantages in this. The snow is perfectly dry and packs under foot; it makes the best roads and forms a warm covering for the earth. The dry winter atmosphere is bracing and pleasant. The sun shines brightly by day, and the moon and stars by night, during by far the greater part of the time. And, besides being pleasant, there is no healthier climate under the sun. There are no endemic diseases in Canada. The sensation of cold is more unpleasant during the damp days (such as mark the winters in England) than in Canada when the winter regularly sets in.

The summers, like the winters, are also of decided character, being, in the main, warm and bright; and fruits and vegetables which cannot be ripened in the open air in England, will here ripen to perfection. And the grand fact is that the climate is much more favorable for the horticulturist and the agriculturist than that of England, with the single exception of length of time in which out-door work can be done.

Canada has the latitudes of France, Prussia, Austria, the British Islands, Russia and Sweden and Norway; and has as many varieties of climates as have these countries.

The intending emigrant in going from the central counties of England, Denmark, northern Prussia, or from the south of Sweden to Central Illinois, Missouri, or Indiana, must go fourteen degrees, or nearly one



thousand miles due south, and make the same change in climate as he would were he to migrate to Palestine, Independent Tartary or Persia—that is, must go from a climate of comparatively cool summers with a humid atmosphere to one of intense heat and severe droughts. Those who migrate from the north of England, from Scotland, Norway or Sweden, to Kansas, Central Missouri, or Southern Illinois, must undergo a still greater change of agriculture, for they give up, as their staples, the grains, pastures and meadows, with their accompanying herds and flocks.

The summer temperatures of England are from  $60^{\circ}$  to  $62^{\circ}$ ; those of Central Illinois, Missouri and Kansas,  $75^{\circ}$  to  $78^{\circ}$ . London, (the summer months, from July to August) has  $61^{\circ}$ ; Liverpool,  $57^{\circ} 6'$ ; Edinburgh,  $57^{\circ} 1'$ ; Dublin  $60^{\circ}$ ; the Central Counties of England,  $62^{\circ}$ ; the Northern Provinces of Prussia,  $62^{\circ}$ ; the Central Provinces of Prussia,  $63^{\circ}$ ; Berlin,  $64^{\circ} 5'$ ; Denmark (Central)  $62^{\circ} 7'$ ; but the Central part of Illinois,  $75^{\circ}$ ; Kansas and Missouri higher still,  $77^{\circ}$  to  $78^{\circ}$ .

These latter temperatures are  $15^{\circ}$  to  $18^{\circ}$  higher than those of England and the Northern Provinces of Prussia, and at least  $10^{\circ}$  to  $15^{\circ}$  higher than the best climates for the grains and grasses.

But high temperatures and a burning sun are not the only enemies with which the emigrant, going so far south, has to contend. The want of rain is another and even more grievous defect in the climate in those parts of the United States; for high summer temperatures with heavy rains, are conditions of climate favoring tropical plants; but high temperatures without rain are destructive of all vegetation; and high temperatures, with an insufficiency of rain, give only imperfect crops. Those parts of the States just named very much resemble Palestine, Arabia, Persia, Syria and Independent Tartary. Both regions are similarly situated on the continents—both are in the zones of the summer droughts, high temperatures, arid winds and rapid evaporation, but with this important feature in favour of the Asiatic countries—they lie nearer the ocean and Mediterranean Sea, which render the atmosphere more humid, and modify the droughts.

North of these desert and semi-desert areas, both in the old and new worlds, lie the zones of summer rains and moderate summer temperatures, two elements of climate most favourable for the grains and grasses. In Europe, the capacity of the central and higher latitudes for cereals, coarser grains, pastures and meadows, has been fully tested and acknowledged. On this continent similar climates are producing similar effects. Throughout Canada, from the Atlantic to Lake Superior, these great staples of the central and higher portions of the temperate zones produce better, surer and more abundant crops than in any of the States to the southwest of the lakes. Along the valleys of the Red, Assiniboine, Saskatchewan and Mackenzie Rivers, for more than seven hundred miles north of the United States boundary, wheat has been grown, yielding a far more abundant return than the best portions of the Republic; and where wheat ripens in such positions we have the best climates for the coarser grains, grasses, and root crops. Barley, the grasses and many root crops, grow twelve hundred miles north of the boundary. These plants are the fruits of the summer rains and summer temperatures of from  $58^{\circ}$  to  $70^{\circ}$  of Fahrenheit. The significance of the facts here stated—the high latitudes to which these plants go—is the proof they give of the immense agricultural areas in the interior of the continent north of the 49th parallel.

South of these fertile regions and west of the 100th meridian, these plants either fail entirely or succeed but imperfectly over a vast extent of country, from climatic defects—chiefly from a deficiency or entire absence of rain during the agricultural months, accompanied with high summer temperatures, and over the States lying immediately east of these desert areas, the summer heat is too great for the profitable growth of these products, and the rain fall deficient, or rendered insufficient through high temperatures and rapid evaporation.

The most southern part of Canada is on the same parallel as Rome in Italy, Corsica on the Mediterranean, and the northern part of Spain—further south than France, Lombardy, Venice or Genoa. The northern shores of Lake Huron are in the latitude of Central France, and vast territories not yet surveyed, embracing many million acres of land of good quality lie south of the parallel of the northern shores of Lake Huron, where the climates are favorable for all the great staples of the temperate zones.

It may be interesting to look at the climate of Canada in the light of its productions, and with this view, some quotations will be made from Mr. Marshall's recent (1871) work on Canada, because his opinions are those of a well-informed stranger, and one who tells us that he entered Canada without prepossessions in its favour, meaning, as we infer, that he was prepossessed unfavourably towards the country, having come into it through the States, and, like many Englishmen, received his first impressions of Canada, both before he left England and afterwards, from Americans.

Mr. Marshall visited an agricultural show which represented only the country around London, Ontario. Of this, he says:—

"The fine display of produce surprised me. Wheat, barley, oats and other cereals were well represented. Maize showed excellent samples. The roots and vegetables were surprisingly fine. A field pumpkin which I measured was four feet ten inches in circumference; a squash eight feet three inches, weighing 150 lbs. (We have seen them 350 lbs., open air growth. No better illustration could be given of a summer semi-tropical in heat and of great duration, than the maturing of the pumpkins and squash of such great size.) The potatoes were the finest I have ever seen. There were a great number of varieties; citrons, melons, marrows and tomatoes, were also exceptionally large and fine."

"It is difficult to speak of the return of grain commonly yielded to the farmer in this country. I have seen some fields that yielded forty bushels to the acre. (No doubt, in a new country, where many turn farmers not before acquainted with it, the average yield gives a poor idea of the capabilities of the soil.) I remarked one morning a particularly poor looking crop of Indian corn. On the Sunday, in the same county, I walked through a field of forty acres of this splendid plant, growing to a height of eighteen to twenty feet, and yielding thirty-seven tons to the acre as food for cattle. I plucked an ear nearly ripe, eighteen inches long, and counted six hundred grains on it" (p. 79). "Usually there are two ears sometimes three on one stock or stem—not of course all so large."

"Upwards of a hundred varieties of apples were exhibited. For cooking there were the Cayuga, Red Streak, or twenty-ounce Pippin, an imposing fruit, measuring sometimes over fifteen inches; the Alexander, of glorious crimson; the red Astrachan or Snow apples, so named from the whiteness of the pulp; the Gravenstein, Baldwin, and many others. For dessert, there were the Fameuse, the streaked St. Lawrence, the Spitzenberg, the Seek-no-farther, of gold and red," (p. 76). "The Canadian apple is the standard of excellence," (p. 5.)

"Even in California, the orchard of the Union, the superiority of the Canadian apple was, to my surprise, confessed—vast quantities are exported to

England, and sold as American, their nationality being lost," (p. 77.) "Fruit and vegetables grow generously. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables known in England. The grape thrives well. Raspberries, (strawberries, blackberries, or brambles,) cranberries, cherries, and other fruits, currants, plums, grapes, apples, &c., grow wild. Orchards everywhere thrive."

These facts suggest some practical considerations worthy of the consideration of emigrants.

## LAND SYSTEM.

As regards the land system of the Dominion, it may be stated that in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and British Columbia, with the exception of a tract in the last named Province, ceded to the Dominion for the purpose of the Pacific Railway, the lands are held by the several Provincial Governments. In several of the Provinces free grants are given to Immigrants, and in almost all cases in which Government land is for sale, it is offered at prices which are merely nominal, and which really only amount to settlement duties. It may also be stated that partially cleared farms, with the necessary buildings erected thereon, may be purchased in almost any part of the Dominion, at very moderate prices, and on very easy terms of payment. This arises from a disposition, very common all over America on the part of farmers, to sell out old settlements and take up more extensive new ones. The facilities thus afforded are particularly advantageous to tenant farmers or farmers possessing small capital who come to Canada, as from their previous training they are not so well adapted to the settlement of wild lands as persons brought up in this country.

The lands in the Province of Manitoba and the North West Territory are held by the Dominion Government, which at present gives free grants of 160 acres in Manitoba on the condition of settlement. Dominion lands are also sold for 4s. 2d. sterling per acre.

The Dominion Lands are surveyed in blocks of 12 miles square, and these blocks are subdivided into four Townships of six miles square each; these again into thirty-six sections of one mile square, or 640 acres each; and each section into quarters of 160 acres each.

An Act was passed last Session (35 Vic., cap. 23) amending and consolidating the laws and Orders in Council respecting the public lands of the Dominion.

Under this Act the untenanted Dominion lands may at present be purchased at the rate of \$1 per acre (4s. 2d. stg.); but no purchase of more than a section, or 640 acres, can be made by the same person. Payment of purchase to be made in cash. But free grants of quarter sections, 160 acres, are made to any person who is the head of a family, or to any person not the head of a family, who has attained the age of 21 years, on condition of 3 years settlement, from the time of entering upon possession.

Unoccupied Dominion lands will be leased to neighbouring settlers, for the purpose of cutting hay thereon, but not to the hindrance of the sale or settlement of such lands.

As respects mining lands, no reservations of gold, silver, iron, copper or other mines or minerals will be inserted in any patent from the Crown granting any portion of the Dominion lands. Any person may explore for mines or minerals on any of the Dominion public lands, surveyed or



unsurveyed, and, subject to certain provisions, may purchase the same. As respects coal lands, they cannot be taken for homesteads.

Provisions are made in the Act for disposing of the timber lands so as to benefit the greatest possible number of settlers, and to prevent any petty monopoly. But provision is made for the sale and settlement of timber lands as such. The standard measure used in the surveys of the Dominion is the English measure of length.

For further particulars, the reader is referred to the Act itself.

The total area of lands, the property of the Dominion, exclusive of Labrador and the Islands in the Arctic Sea, is computed to be in the Report to the Secretary of State for 1871, 2,206,725 square miles, or 1,412,304,000 acres. Of this, 32,000,000 acres are mostly unfit for cultivation; 76,800,000 are prairie lands, with occasional groves or belts of timber; 298,384,000 acres are timber lands, with occasional prairies; all of it suitable for the growth of wheat and other cereals; 594,043,000 suitable for the cultivation of barley, potatoes, and the grasses, and with sufficient timber; and 411,072,000 rock and swamp, in which the timber growth disappears, and which may be considered as the fur-bearing region. Surveys of the whole of this immense tract are being prosecuted, commencing with the Province of Manitoba, and a strip of country on each side east and west of that Province. A million and a half of acres were surveyed in Manitoba, in blocks of twelve miles square, during the summer of 1871, of which all but a trifling portion is first-class land. The swamps and marshes give rich hay meadows without any trouble of cultivation. For supplies of wood for building, fencing, &c., a thickly wooded country extends from north to south across the whole eastern part of the Province. Another wooded country lies above the south bank of the Assiniboine, and the western part of the Province north of the Assiniboine is composed of mixed wood and prairie land; 489,214 acres were surveyed and divided into townships, exclusive of the "Settlement Surveys" of lands already occupied.

### RAILWAYS OF THE DOMINION.

A marked feature of the Dominion is the great rapidity with which Railways are everywhere being constructed. Up to September, 1873, the following were in operation:—

	MILES.
Brockville & Ottawa Railway.....	45
do Perth Branch.....	12
Canada Central Railway.....	70
Cobourg, Peterboro & Marmora Railway.....	30
Connecticut & Passumpsic Rivers Railway (Sherbrooke to North Derby).....	35
European & North American Railway (St. John to Point Duchene).....	108
Grand Trunk Railway of Canada, Portland to Detroit.....	861
do Richmond to Trois Pistoies....	244
do Arthabaska & Three Rivers....	35
do Montreal and Province Line..	40
do St. John and Rouses' Point....	50
do Buffalo, Goderich & Detroit....	160

Total miles G. T. R..... 1,390

	MILES.
Great Western Railway, (Niagara Falls to Windsor). 229	
do Toronto to Hamilton.....	39
do London to Sarnia.....	61
do Wellington, Grey & Bruce ....	129
do South Extension do ....	66
do Petrolia .....	6
do Air Line.....	129
do Brantford .....	8
do London and Port Stanley.....	25
do Welland.....	15
Total miles of G. W. R.....	707
Intercolonial Railway .....	276
Midland Railway of Canada.....	87
do Port Hope to Lakefield.....	40
New Brunswick and Canada Railway.....	154
Northern Railway.....	115
do Muskoka Branch .....	23
South Eastern Counties Junction Railway.....	65
St. Lawrence and Industry Railway.....	12
St. Lawrence & Ottawa do .....	54
Toronto, Grey and Bruce do .....	159
Toronto and Nipissing do .....	88
Vermont Central .....	25
do Stanstead, Shefford & Chambly Branch.	43
Welland Railway .....	25
Windsor & Annapolis.....	106
Total miles of Railway .....	3,669

There are many Railways projected and in process of construction. The chief of these is the Intercolonial, connecting River du Loup with Halifax, uniting the Maritime Provinces with old Canada; length 490 miles; and it is rapidly approaching completion as a government work.

Another Railway projected and commenced is the St. Francis and Megantic Junction. It crosses a neck of the Continent in such way as to give the shortest line from the Atlantic to the interior at the head of the St. Lawrence system.

### CANADIAN PACIFIC RAILWAY.

The projected Canadian Pacific Railway is 2,500 miles long. Its construction within ten years did form a part of the agreement under which British Columbia entered the Union with the Dominion, the work under that agreement to begin by July, 1873. Owing to circumstances, however, that work has not yet been commenced; and no part of the line has been located, although over a million dollars have been spent in surveys. The Premier of the new Government, therefore, stated in his election address that it would be necessary to "endeavor to arrange with British Columbia for such a relaxation of the terms as may give time for the completion of the surveys and the acquisition of the information necessary to an intelligent apprehension of the work, and for its subsequent prosecution with such speed, and under such arrangements, as the resources of the country will permit without too largely increasing the burthen of taxation on the people."



The Premier continued to say that it would be, in the meantime, the policy of the Government to "obtain a speedy means of communication across the Continent, and to facilitate the construction of the railway itself, it will be our policy to utilize the enormous stretches of magnificent water communication which lie between a point not far from the Rocky Mountains and Fort Garry, and between Lake Superior and French River on the Georgian Bay, thus avoiding for the present the construction of about 1,300 miles of railway estimated, to cost from sixty to eighty millions of dollars, and rendering the resources of the country available for the prosecution of those links of the Pacific Railway which are necessary in order to form a complete line of rail and steamboat communication from east to west."

He continued to say that under this policy a short line of railway would be constructed from the mouth of French River on the Georgian Bay to the south-east shore of Lake Nipissing, and that a grant would be given to existing connecting lines in Quebec and Ontario. Further that the construction of a branch line from Fort Garry to Pembina would be facilitated.

He still further stated that it would be the aim of the Government to "endeavor to make these great works auxiliary to the promotion of immigration on an extensive scale, and to the settlement and development of those rich and fertile territories on which our hopes for the future of Canada are so largely fixed."

A question of vital importance in the construction of a Railway across any part of the Continent of North America is that of altitudes. The advantages in this most important particular are greatly in favour of the Canadian route as compared with that in actual operation in the United States, as will appear in the following comparison of figures taken from the Report of Survey published by Mr. Sandford Fleming, Chief Engineer :

*Altitudes of Union and Central Pacific,  
now in operation.*

*Altitudes of Proposed Canadian  
Pacific.*

<i>Feet above the level of the S.a.</i>	<i>Feet above the level of the Sea.</i>
Cheyenne .....	6063
Sherman Summit, Bleak Hills..	8342
Laramie.....	7175
Bridger's Pass, Rocky Mountains	7534
Green River.....	6092
Wasatch Summit.....	7500
Ogden City.....	4320
Promontory City.....	4943
North Point Salt Lake.....	4290
Humboldt Hills.....	5650
Humboldt Lake.....	4047
Summit Sierra Nevada.....	7044
Long Lake.....	1300
Lake Nipigon.....	1250
Height of land between Lake Nipigon and Fort Garry.....	1500
Fort Garry.....	640
Jasper House.....	3372
Yellow Head Pass.....	3760
Tête Jaune Cache.....	2560
Albredo Lake.....	2835
Kamloops.....	810
Lytton.....	700
Hope.....	150

Nothing can be more conclusive than a comparison between these two figures. But the dynamic and physical difficulties implied in hauling heavy trains over great altitudes are not alone to be surmounted. The climatic influences connected with them are scarcely a less important consideration. Proportion of altitude implies proportion of severity of weather and fall of snow. The works found necessary to protect from snow falls on the U. S. Pacific Railway now in operation are stupendous;

and yet, the traffic is often impeded for days from snow blockade in winter. Everywhere along the Canadian line there is reason to believe the fall of snow will be very light.

The following extracts are quoted from Mr. Fleming's Report:—

"Viewing the Canadian Pacific Railway as a 'through' route between ports on the Atlantic and Pacific Oceans, the comparative profile of altitudes as above given illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favourable gradients are not, however, the only advantages.

"A careful examination into the question of distances, shows, beyond dispute, that the Continent can be spanned by a much shorter line on Canadian soil than by the existing Railway through the United States.

"The distance from San Francisco to New York, by the Union Pacific Railway, is 3,363 miles, while from New Westminster to Montreal it is only 2,730 or 636 miles in favor of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Boston and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten the passage from Liverpool and China, in direct distance, more than one thousand miles.

"When the remarkable engineering advantages which appear to be obtainable on the Canadian line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian, but Imperial interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China or the Atlantic Coast generally to Liverpool is from 1,000 to 1,200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point, Professor Maury, U. S., writes:—"The trade-winds place Vancouver's Island on the way side of the road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was bound for Vancouver's Island—so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco, viz., about 100 miles, is independent of and in addition to the saving of direct distance by the Canadian route given above.

On the Atlantic side the Canadian Pacific Railway connects with the St. Lawrence water system of River and Canals, which must, at no distant day, command the great bulk of the trade of the Continent.

#### CANADIAN CANAL AND INLAND NAVIGATION SYSTEM.

The Canals of Canada were constructed to overcome the obstructions of the natural navigation of rivers, and between rivers and the great lakes.

The St. Lawrence Canal system affords uninterrupted navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2,384 miles, of which 71½ are artificial or canal navigation.

Another canal system overcomes the difficulties of the Ottawa, between Montreal and the City of Ottawa. And a further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses an isthmus of half a mile, connecting St. Peter's Bay on the Southern coast of the Island of Cape Breton with the Great and Little Bras D' Or Lakes, possessing a natural outlet into the Atlantic.

The system of the St. Lawrence and Welland Canals is about to be enlarged so as to admit the largest size of lake craft, and so cheapen and facilitate transportation.

The river system of the North West Territory affords thousands of miles of navigation. At present a steamboat can ply from Fort Garry almost to the foot of the Rocky Mountains—a distance of more than a thousand miles as the crow flies.

This immense inland navigation may be connected with the St. Lawrence system at the head of the great lakes, by canals which will be comparatively easy of construction, which are quite within the means of the Dominion to construct, and which will undoubtedly be constructed at no distant date, to bear the produce of that immense territory to the Atlantic Ocean. The industrial development which must be the consequence of opening such means of communication is almost too great for imagination.

It is worthy of remark that when the produce of the West has floated down the great river St. Lawrence, it is then in the arc of the shortest sailing across the Atlantic to Liverpool.

The distance from Liverpool to Quebec by the Straits of Belle-Isle is 478 miles less than that from Liverpool to New York. The shortest sailing circle across the North Atlantic is from Liverpool to Quebec, *via* the Straits of Belle Isle.

The comparative distances between Liverpool and Quebec and New York and Boston may be stated as follows:—

	<i>Miles.</i>
Liverpool to Quebec <i>via</i> the Straits of Belle Isle.....	2,502
" Portland ....	2,750
" Halifax .....	2,480
" New York.....	2,980
" Boston.....	2,895

The regular route of steamers is by the Straits of Belle-Isle. By this route it is further to be remarked there are only 1,823 miles of ocean navigation. The remainder of the distance, 825 miles, is inland or river navigation, which very much enhances the interest as well as the smoothness of the voyage, an important consideration for those who suffer from sea-sickness. The St. Lawrence scenery is very beautiful.

Passengers from Europe select the St. Lawrence route, because it affords the most direct and shortest line to the very heart of the American continent. The Canadian Railway system connects as well with that of the Western States as of the Eastern and Middle States; and the same remark applies to the system of canal and lake navigation.

These facts account for the large number of emigrants who go to the United States by way of the St. Lawrence; and it is certain that the number of these will increase as the advantages of the route become



more and more known in Europe. It has been represented in certain quarters that these passengers have left Canada to go to the United States; but nothing can be more absurdly untrue. The fact of the large use made of this route is simply a tribute paid to its superiority.

#### POST OFFICES AND TELEGRAPHS.

The Post Office System of Canada extends to every village, and the Telegraph to nearly every village. The number of Post Offices is about 4,000; the number of miles of mail route 30,039, the number of miles of annual travel 11,992,898; the number of letters by post in a year 27,050,000; the postal revenue, \$1,079,767; the postal expenditure, \$1,271,006. The number of letters between the United Kingdom and Canada in a year is about a million and a half; the number of newspapers and books is a little greater than the letters.

The following table shows the average passage of the mails between Canada and the United Kingdom for four years. The average passage of emigrants took, of course, the same time:—

Year.	Average Passage in Days and Hours.				Mean.	
	East.		West.			
	Days.	Hours.	Days.	Hours.	Days.	Hours.
1868.....	9	20	10	15	10	6
1869.....	9	15	9	16	9	15
1870.....	9	14	9	51	9	17
1871.....	9	20	10	29	10	09

The rate of postage is 3 cents per half oz. prepaid; 5 cents unpaid.

On newspapers published in the Dominion, the postage is, if paid quarterly in advance, either by the publisher or by the party to whom it is delivered:

Once per week .....	5 cents.
Twice .....	10 "
Three times a week.....	15 "
Daily .....	30 "

If not paid in advance, 1 cent each. The commuted rate applies not only to papers circulating within the Dominion, but also to subscribers in the United Kingdom, United States, Newfoundland and Prince Edward Island.

There is a careful Money Order system in operation in Canada. All Money Order Offices in the Dominion, except Manitoba and British Columbia, are authorized to draw on each other for any sum up to \$100, and as many orders of \$100 each as the applicant may require. The following are the rates of commission:—

On orders up to \$10.....	5 cents.
Over \$10 up to 20.....	10 "
" 20 " 40.....	20 "
" 40 " 60 .....	30 "
" 60 " 80.....	40 "
" 80 " 100....	50 "

## MONEY ORDERS WITH GREAT BRITAIN.

Money Order Offices in the Dominion also draw upon all Money Order Offices in the United Kingdom for sums up to £10 stg., and grant as many orders under and up to that amount as may be needed.

On orders up to £2 stg.....	25 cents.
Over £2 and up to £5.....	50 “
“ 5 “ 7.....	75 “
“ 7 “ 10.....	\$1 “

The telegraph is more used in Canada than in the United Kingdom. Messages to places not more than 12 miles apart cost only 15 cents for 10 words; for places more than 12 miles apart there is a general uniform rate of 25 cents (1. stg.) per 10 words; and 1 cent each for each additional word. The telegraph therefore is put within the reach of the poorest man.

The Canadian telegraph system, as well as the postal system, connects with every part of the globe.

## GOVERNMENT AND SOCIAL POSITION.

## GOVERNMENT.

The Government, formed on the principle of the Responsibility of Ministers to Parliament, the same as the British Government, is one of the freest and best ordered in the world. It is held in the very highest esteem by the people. The Franchise practically extends to every household.

The seat of the Federal Dominion Government is at Ottawa.

The several Provinces have Lieutenant-Governors and systems of Responsible Local Government, formed on the model of that of the Dominion.

The Counties and Townships have also their Local Governments or Councils which regulate their local taxation for roads, schools and other municipal purposes.

## RELIGION.

The utmost religious liberty everywhere prevails in the Dominion.

Immigrants coming to the Dominion from Europe, of every religious persuasion, will find their churches, and abundant facilities for the practice of their faith.

## EDUCATION.

Means of Education, from the highest to the lowest, everywhere abound in the Dominion. The poor and middle classes can send their children to free schools, where excellent education is given; and the road to the colleges and higher education is open and easy for all. In no country in the world is good education more generally diffused than in Canada. In many thousands of cases the children of Immigrants who came to Canada without any means, in a state of poverty, very little removed from absolute pauperism, have received thorough education, and have the highest prizes which the country offers before them. They have thus attained a state of well being which would have been impossible for them at home; which affords the most striking possible contrast with

the dismal prospect which the workhouse would have afforded for a large number of them.

Having now glanced at the general features of the Dominion as a whole, it comes next in order to treat of the several Provinces, beginning with the most eastern.

## CHAPTER III.—PROVINCES OF THE DOMINION.

### NOVA SCOTIA.

The information herein given regarding this Province is taken from a little work written for the information of intending emigrants, by Mr. Herbert Crosskill, Deputy Provincial Secretary, and published under the authority of His Honour the Lieutenant-Governor and the Executive Council. This work presents the facts clearly and succinctly.

#### GENERAL FEATURES.

He states that "Nova Scotia is a peninsula, lying between 43° and 46° North latitude, and 61° and 67° West longitude. It is connected with the Province of New Brunswick by a narrow isthmus, about 16 miles wide; its area is about 300 miles in length, by 80 to 100 miles in width. Its length running about north-east and south-west. The Province contains about 11,000,000 acres, of which about one-fifth part consists of lakes and small rivers. About 5,000,000 acres of land are fit for tillage.

"There is no finer scenery to be found in America than in many parts of Nova Scotia; there is a great variety of hill and dale, small, quiet, glassy lakes, and pretty land-locked inlets of the sea, which would afford charming studies for an artist. The gloriously bright tints of our autumn forest scenery, warmed by an Indian summer sun, cannot be surpassed anywhere."

#### CLIMATE.

"It is not generally known outside the Province that the climate of Nova Scotia is more temperate than that of any other part of the Dominion; but such is the fact. The extreme cold which is experienced in winter in other parts of America is not felt here, owing perhaps to the fact that the Province is almost completely surrounded by the sea.

"The climate is extremely healthy; there is probably none more so in the world. The health returns from the British military stations place this Province in the first class. Nova Scotia has fewer medical men in proportion to the population, and requires their services less than any other part of America. The inha-



bitants live to a good old age. There are many people now in this Province who have passed their one hundredth year.

#### SOIL AND THE PRODUCTION THEREOF.

"The fertility of the soil in the agricultural districts is unsurpassed, as is evidenced by the fact that, in quantity and quality, the productions of our farms are equal, and in many cases superior to those of Great Britain, for instance our orchards produce larger and finer apples than are grown in any other part of the world."

"All the small fruits, such as currants, gooseberries, strawberries, raspberries, blackberries, blueberries, huckleberries, &c., are very abundant, both in a wild state and cultivated. Our wild strawberries, although small, are remarkably rich and high-flavored; indeed, they are far more delicious than any of the cultivated sorts. Probably no country in the world produces a greater variety or abundance of wild berries."

"Our grain and root crops are also excellent, the average production of which in the Western counties is, as nearly as it is possible to come at it, as follows:—Wheat, per acre, 18 bushels; rye, 21 do.; barley, 35 do.; oats, 34 do.; buckwheat, 33 do.; Indian corn, (maize) 42 do.; turnips 420 do.; potatoes, 250 do.; mangold wurzel, 500 do.; beans, 22 do.; and hay, two tons."

"The above is a general average of the crops in three counties; but there are many farms which, being highly cultivated, produce crops that are truly astonishing. For instance, in King's county, a few years ago, I knew a farmer who in one season raised on a little less than one acre of land *four hundred and three bushels of pot toes*; and in Annapolis county I have frequently seen sixty bushels of shelled corn raised on an acre. In Colchester county forty-six bushels of oats have been produced per acre. Mr. James E. Rathbone, of Lower Horton, in the county of Kings, cut last summer five and one half tons of hay (two crops) from one and one-eighth acres of land; and in 1870 he raised on the same piece of ground *sixty-four bushels of barley*."

"Beets, carrots, parsnips, beans, peas, squash, pumpkins, melons, tomatoes, &c., are raised in large quantities. We sometimes see squash at our Agricultural exhibitions weighing from 100 to 150 pounds each."

"Broom corn, sorgum (Chinese sugar cane), and tobacco have been successfully grown, a proof of the warmth of the climate and fertility of the soil."

"The crops of hay, timothy and clover and coarse 'salt-grass,' that are raised on the dyked lands and marshes, in the counties of Hants, Kings, Annapolis and Cumberland are sometimes almost incredible."

"I have seen four tons, of 2240 lbs., of timothy and clover taken off a single acre, besides a light second crop late in the season."

"Hemp can be raised here in perfection, but none is grown. By way of experiment, however, it was tried in 1868 by several farmers, and the experiment was remarkably successful."

"Every farmer keeps a few sheep, but the flocks are seldom taken proper care of. A number of thorough-bred shepherds, who would introduce the best breeds of sheep, both for wool producing and for mutton, would, in a few years, make a small fortune. There is a great deal of land suitable for the purpose in every county, and even among the wild lands there are large tracts of open, rough pasture, that might be made capable of maintaining vast flocks of sheep at a very little expense."

"Tobacco might be successfully and profitably cultivated in the counties of Kings and Annapolis. Hops may be easily raised, as the soil is well adapted for the growth of the plant. A number of English hop growers would do well, as there is a good home market for the article."

"Dairy farming might be extensively and profitably prosecuted in this Province."

"Farmers in Nova Scotia raise a good deal of pork for their own use and for market, and many of the farmers' wives obtain considerable pocket money by the sale of poultry and eggs. They also make a great deal of yarn, which they knit and weave into socks and warm clothes for their own wear and for sale."

#### PEAT LANDS.

"In many parts of the Province there are large tracts of peat lands or bogs; but they are not made available in any way. Peat is not required for fuel in Nova Scotia, because, at present, there is plenty of coal and wood."

#### THE PRODUCTION OF THE SEA AND RIVERS.

"The fisheries of Nova Scotia have long been celebrated, and indeed they are so valuable that the protection of them has caused a great deal of dispute between the governments of Great Britain and the United States. The Americans, who have no valuable fisheries on their own coasts, are constantly encroaching on ours."

"In some seasons our bays and harbors teem with fish of various kinds—Mackerel, herring, cod, haddock, halibut, hake, pollock, shad, smelt, perch, eels, &c. Lobsters are abundant, and are usually sold in the Halifax market at about one shilling per dozen.

"Good sport is afforded in spearing lobsters at night by torch-light. We have a plentiful supply of shell-fish, viz., oysters, scallops, clams, quahaugs, mussels, &c. Indeed no country in the world can produce a greater variety of sea fish, or in greater abundance. Our rivers and lakes afford salmon, trout, and grayling; and we have no lack of the disciples of Isaac Walton. Any boy with a bean pole, a half-dozen yards of twine, with a hook on the end of it, and a few angle worms or grass-hoppers, may go out in the morning and kill as many trout as will do a large family for breakfast. In some lakes they are quite large, and are taken as heavy as four or five pounds. In other lakes they are small, seldom weighing more than one pound. The little brook trout is an excellent pan fish; the prince of all the trout tribe is the sea trout. This fish is taken in large numbers at the mouths of rivers emptying into the Atlantic."

#### WOODS AND FORESTS.

"Nova Scotia contains vast tracts of woodland, which produce timber for ship-building, and for manufacturing into lumber for exportation. Millions of feet of pine, spruce, hemlock and hardwood, deals, scantling, &c., are annually shipped from the different ports in the Province to the West Indies, United States, Europe, &c. We also supply the ports of Massachusetts with thousands of cords of firewood. Oak, elm, maple, beech, birch, ash, larch, poplar, spruce, pine, hemlock, etc., all grow to a large size. There are many other kinds of trees, but they are chiefly ornamental rather than useful."

"The sap of the rock maple tree is manufactured into sugar and syrup. The former, of which some tons weight are annually made and sold, is used chiefly as confectionery; the latter is used as treacle. Both have a delicious flavor."

"In our forests may also be found numerous small trees and shrubs, which are valuable for medicinal and other purposes, among which are wild cherry, sumac, rowan, sarsaparilla, elder, alder, hazel, bay, etc. Wild flowers are in great profusion. The trailing arbutus, our little mayflower, which blooms in April and May, cannot be surpassed in delicate beauty and fragrance."

## GAME.

"Nova Scotia is a sort of sportsman's paradise, as there is excellent hunting, shooting and fishing in every county. Of wild animals we have bears, foxes, moose, deer, (cariboo), otter, mink, sable, musquash, hares, racoons and squirrels; and of feathered game, woodcock, snipe, plover, partridges, geese, ducks, brant, curlew, &c. Our game laws are simple. They are made only to protect game when out of season. This is necessary in order to preserve it from total destruction."

"In the proper season all persons are allowed to hunt and shoot *ad libitum*. No true sportsman would do so at any other time."

## MINES AND MINERALS.

"The Province contains very valuable mines of coal, gold and iron, which are worked by private companies; of these the coal mines are the most important."

"Of gold mines, we have in fourteen districts about fifty-eight mines in working order; of these the Montague mines are the most prolific."

"Although we have iron ore in inexhaustible quantity almost all over the Province, we have but one iron mine in operation, namely, that of the Acadia Company, at Londonderry, in Colchester County. The quality of the iron of their mines may be judged of by the price in the English market as compared with English iron. The latter, in pigs, is worth an average of £4 stg. per ton, while Nova Scotia iron brings £7. English bar iron is worth £9, Nova Scotia, £16 per ton. There is but one Swedish iron which is considered superior for steel. All Nova Scotia bar iron is used for this purpose."

"In addition to coal, gold and iron, we have silver, copper, lead, zinc, tin, manganese, mercury, plumbago, sulphur, &c."

"Of minerals for jewellery and ornamental purposes, several kinds have been found, namely: Opal, topaz, amethyst, garnet, cairngorm, agate, jasper, heliotrope, and chalcedony."

"*Building Stone*.—The Province abounds in superior granite, free-stone (or sand stone), of several colors, iron stone and flag-stone. There are many beautiful varieties of syenite and greenstone, also of marble. There is a mountain almost entirely composed of the latter in the neighborhood of Bras d'Or Lake, in the Island of Cape Breton. We have also abundance of gypsum, limestone, barytes, clays for pottery and for common purposes; moulding sand, mineral paints, &c."

"*Mineral Waters*.—Of these we have salt springs in several counties."

## CROWN LANDS.

"There are now in Nova Scotia nearly four millions of acres of ungranted lands, a considerable quantity of which is barren and almost totally unfit for cultivation; but there is a great deal in blocks of from five thousand to ten thousand acres of really valuable land, and some of it the best in the Province, and quite accessible, being very near present settlements. The price of crown lands is \$44 (£8 16s stg.) per 100 acres. No distinction is made in the price between 100 acres and smaller lots, as the difference in cost of survey is very trifling. An emigrant would have to pay as much for twenty acres as for one hundred acres. Any quantity over one hundred acres must be paid for at the rate of 44 cts. per acre. The cost of survey is defrayed by the Government."

Mr. Croskill's pamphlet goes on to state that the Government of Nova Scotia does not generally recommend fresh European emigrants to go into the forest and attempt to clear themselves farms there, on the ground of want of suitability for this kind of life. He shows, however, that there are some special circumstances in which they might do well. For further remarks on this point we refer to this pamphlet.



He states: "There are plenty of farms already under cultivation which may be bought at very reasonable rates, and any practicable farmer, with a small capital, may at once possess a good and comfortable home; and by energy, industry, and enterprise may make for himself a fortune and a position in Nova Scotia, in a very few years, such as he could not obtain in a life time in Great Britain.

#### LABOR AND WAGES.

"Labourers get very well paid in Nova Scotia. The common wages paid for ordinary day labor are from 3s. 9d. to 5s. sterling. Farm labourers, during the hay-making season and harvest, frequently get 6s. a day and board. Farm servants are now in demand, and a few hundreds of good steady men, who can do general farm work, would find immediate employment with good pay. Grooms also are wanted. Good grooms can earn from £2 10s. to £3 10s. per month, with board."

"There is quite a scarcity of female servants—pay at from £1 to £1 10s. sterling per month—with board and lodging of course."

"The price of flour is from £1 to £1 10s. sterling per barrel of 196 lbs.; oatmeal 10s. to 12s. per cwt.; beef, mutton and veal from 2d. to 6d. sterling per lb. Fish and vegetables are abundant and cheap. Tea from 1s 9d. to 2s. 6d. per lb; coffee 9d to 1s. and sugar about 5d. per lb. Miners would find employment in the counties of Pictou and Cape Breton, and there is prospect that during the summer of 1872, mining labor will be in great demand.

"At present we have a fair supply of mechanics; but there is still room for a few good housejoiners, bricklayers, stonecutters and masons. Carpenters get 6s. to 7s. 6d. sterling per day; bricklayers and plasterers 8s. to 10s."

#### MANUFACTURES.

"Although Nova Scotia is perhaps better adapted for a manufacturing country than any other part of America, owing to an unlimited command of water power, and its inexhaustible supply of coal and iron, we have few manufactures in comparison with what, considering our facilities, we ought to have."

#### TRADE AND COMMERCE.

"The trade and commerce of the Province have wonderfully increased within a few years. Twenty years ago our exports and imports were very little more than half as much as they are now. Our imports from foreign countries and the other Provinces amount to about \$12,000,000, and our exports to about \$9,000,000.

"Our shipping has, in the same time, doubled in number and tonnage. Nova Scotia owns more shipping in proportion to the population than any other country."

#### INTERNAL COMMUNICATION.

"We have now nearly 250 miles of railroad already in operation. Several new lines are now being surveyed. Where there are no railroads there is good conveyance by stage coaches, or by steamboats."

#### THE TIME TO IMMIGRATE.

"The best season in the year to come to Nova Scotia is early in April, as we have then fine spring weather, and farming operations may be commenced almost immediately on arrival in this country. Mechanics may, however, come at any season; but I think it would hardly be advisable to come out here in the middle of winter."

## HALIFAX HARBOR.

"The harbor of Halifax is one of the best, perhaps the very best in the world. It is six miles long by, on an average, a mile wide; the water is very deep and capable of floating alongside the wharves, vessels of the largest size. There is excellent anchorage in every part of it with room for all the navies of the world. The city and harbor of Halifax are protected by eleven different fortifications."

## PROVINCE OF NEW BRUNSWICK.

The next Province proceeding west is New Brunswick.

We take the following facts respecting it from a pamphlet published by the Provincial Government:

"New Brunswick is, with Nova Scotia, nearer Europe than any of the populated portion of the Continent of America. It is larger than Belgium and Holland united, and nearly two-thirds as large as England. It is 210 miles in length and 180 miles in breadth, and has a coast line of about 500 miles, indented with spacious bays and inlets, and is intersected in every direction with large navigable rivers. It is generally a flat or undulating country. In its north-east coast, from the Bay of Chaleur to the boundary of Nova Scotia—200 miles—there is hardly a hill exceeding 300 feet in height. There are some elevated lands skirting the Bay of Fundy and the River St. John, but the only section of a mountainous character is that bordering on the Province of Quebec on the north, where the country is beautifully diversified by oval-topped hills, ranging from 500 to 800 feet in height, clothed with lofty forest trees almost to their summit, and surrounded by fertile valley and table lands.

## REASONS WHY NEW BRUNSWICK IS A DESIRABLE COUNTRY TO LIVE IN]

- 1.—It is a healthy country. The British Army Returns show that the Military Station, embracing New Brunswick and Nova Scotia, is the healthiest in the Service.
- 2.—It is a fine Farming country.
- 3.—It is a fine Lumber country.
- 4.—It has unrivalled Coast and River Fisheries.
- 5.—It is one of the greatest Shipbuilding and Shipowning countries of the world.
- 6.—It has fine Harbours open all the year, and noble Rivers watering every part of the Province, and floating down the products of a fertile country.
- 7.—It has increasing Manufactories.
- 8.—It has 720 miles of Railway built and building, of which 380 are running.
- 9.—It has Free Schools for the children; Free Lands for the landless; a Free Church; a Free Press; and an impartial and intelligent administration of Justice, in the spirit of English Law.
- 10.—It is inhabited by a people intelligent, active, and enterprising, fond of outdoor work and sports, and engaged in a great diversity of occupations.
- 11.—The Labour Market is active, and good wages are obtainable in almost trades.
- 12.—The prices of Clothing, Food and other necessities, are moderate; the cost of living not being one-half that in the United States.
- 13.—Taxation is light, and fiscal burdens are fairly distributed; taxation per head being one-fifth of that in the United States.
- 14.—The extensive Public Works now going on invite labour.
- 15.—If the Immigrant is dissatisfied, he can readily leave the country by rail or steamer for any part of America.

## RIVERS OF NEW BRUNSWICK.

"An inspection of the map will show that the surface of the Province is everywhere intersected by rivers and streams, adding to the fertility of the soil

and furnishing easy access to every locality. The principal river is the St. John, which is 450 miles in length. It is navigable for steamers of large classes for 84 miles from the sea up to Fredericton. The steamers running between St. John and Fredericton equal in magnificence the splendid steamers that ply on the great American rivers. The Miramichi is a large river navigable for vessels of 1000 tons for 25 miles from its mouth, and for schooners 20 miles further, above which for 50 miles it is navigable for tow-boats. The Restigouche is a noble river, 3 miles wide at its entrance into the Bay Chaleur and navigable for large vessels for 18 miles.

#### CLIMATE.

"In New Brunswick the summer is warmer and its winter colder than in England, the ranges of temperature being, in the interior, from 92° above zero to 18° below zero (Fahrenheit). The whole number of days, however, in which the temperature is below zero rarely exceeds twenty. It rarely happens that more than four days occur together when the mercury is below zero at all. There are generally in the course of the winter three or four periods, lasting two or three days each, when the weather is very cold, and these occur at the same time over the whole breadth of America, from the Atlantic to the Pacific. Between them are thaws, occasional rains, and warm sunny days, during which the average range of the mercury is from 10° to 40° above zero. In general the winters are pleasant, and a few days of extreme cold are nothing in comparison with the average amount of fine weather.

"The snow disappears early in April, and Spring ploughing commences; seed-time continues, according to the season, from the last week in April until early in May. In June the apple trees are in full blossom. In July wild strawberries of fine flavor are ripe and abundant; haying then begins. In August early potatoes are brought to market, as also raspberries and other wild fruits. In September oats, wheat, and other cereal grains are ready for the sickle; these are generally secured before October. The Autumn is long, and the weather is then delicious. This is decidedly the most pleasant portion of the year. There are usually heavy rains in November, but when not wet the weather is fine and pleasant. The rivers generally close during the latter part of this month, and by the middle of December winter again fairly sets in."

#### PRODUCTS.

"The manner in which all root crops thrive is remarkable, and the frost, by opening and pulverising the soil, is one of the agents by which the large product is brought about. The climate is also well adapted to the rearing of cattle. With proper care they not only winter well but gain size and flesh. Even in Restigouche, the most northerly county in New Brunswick, the climate is, by reason of its dryness, less severe upon stock than in Great Britain."

"All the fruits generally found in England are grown in New Brunswick, especially apples, pears, plums, cherries, currants, gooseberries, and strawberries. The potatoes, of which the land yields 226 bushels to the acre, are superior to any in America. Of wheat, the average produce to the acre is 20 bushels; of barley, 29 bushels; of oats, 34 bushels; of buckwheat, 33 bushels; of rye, 20 bushels; of Indian corn, 41 bushels; of potatoes, 226 bushels, or 6½ tons of turnips, 456 bushels or 13½ tons."

#### WHAT STRANGERS SAY.

Major Robinson, R. E., who in 1845 explored the Province under direction of the British Government, thus describes the Province in his Report to the Imperial Parliament:

Of the climate, soil, and capabilities of New Brunswick, it is impossible



to speak too highly. There is not a country in the world so beautifully wooded and watered. An inspection of the map will show that there is scarcely a section of it without its streams, from the running brook up to the navigable river. Two-thirds of its boundary is washed by the sea; the remainder is embraced by the large rivers the St. John and Restigouche. For beauty and richness of scenery this latter river and its branches are not surpassed by anything in Great Britain. The lakes of New Brunswick are numerous and most beautiful; its surface is undulating, hill and dale varying to the mountain and valley. The country can everywhere be penetrated by its streams. In some parts of the interior, by a portage of three or four miles, a canoe can be floated either to the Bay Chaleur or down to St. John, on the Bay of Fundy."

Some years ago, Professor Johnston, F. R. S., of England, the author of works on agricultural chemistry, was invited to visit New Brunswick for the purpose of examining and reporting on the soil and agricultural capabilities of the Province. In his report he concludes:—

1. That the soil of New Brunswick is capable of producing food for a population of from five to six millions.

2. That in the capability of growing all the common crops on which man and beast mainly depend, the whole Province of New Brunswick, taken together, exceeds even the favoured Genesee Valley.

3. That the climate is an exceedingly healthy one, and that it does not prevent the soil from producing crops which, other things being equal, are not inferior, either in quantity or quality, to those of average soils of England.

In fact, it may be stated that at the London and Paris Exhibitions, New Brunswick took the first prize for oats, the weight being fifty-seven pounds to the bushel.

Archbishop Connolly, the Roman Catholic Archbishop of Nova Scotia, speaking of New Brunswick, said:—

"He had spent years in Italy, had been twice in France; he knew every county in Ireland, and had seen most of England and many other countries, but he never saw any other country teeming with greater abundance of everything necessary for the sustenance of man; no country more highly endowed by Providence with beauty and fertility than New Brunswick appeared to him to be when on his visitation; during the summer season he travelled through various districts, and saw on every side fields of potatoes, and corn, and vegetables, such as could nowhere be exceeded, and the people in a corresponding degree comfortable, happy, and independent."

Macgregor, in his work on British America, speaking of the forests, says:

"It is impossible to exaggerate the beauty of these forests—nothing under heaven can be compared to their effulgent grandeur. Two or three frosty nights in the decline of autumn transform the boundless verdure of a whole empire into every possible tint of brilliant scarlet, rich violet, every shade of blue and brown, vivid crimson, and glittering yellow. The stern inexorable fir trees alone maintain their eternal sombre green; all others, on mountain or in valleys, burst into the most splendid and most enchanting panorama on earth."

#### FISHERIES.

"The deep sea and fluvial fisheries of the maritime Provinces of British America are admittedly superior to all others in America, and from them the markets of the United States, the West Indies, and South America are largely supplied. The finest salmon, cod, mackerel, herring, and shad fisheries in the world can be prosecuted within sight of the shores of New Brunswick, and her inland waters swarm with trout and salmon."

## MINERALS.

"Coal is abundant, although in thin seams; and antimony, copper, iron, manganese, and other valuable minerals are found in considerable quantities."

## NEW BRUNSWICK AS A MARITIME COUNTRY.

"Situate on the sea, with forests of the finest ship timber, New Brunswick has always been pre-eminently a ship building country, and in every market and in every port her ships have a well known character for strength, durability, workmanlike finish and model."

"The Dominion of Canada, of which New Brunswick is one of the two maritime provinces, is to-day the *fourth maritime power in the world*. The tonnage of the four largest maritime powers in 1869 was as follows:—Great Britain, 5,516,443 tons; United States, 4,318,309 tons; France, 3,042,811 tons; Dominion of Canada, 899,096 tons.

## MANUFACTURES.

"The manufacturing interest of the Province has been greatly stimulated during the past few years. Establishments for the manufacture of woollen and cotton goods, boots and shoes, leather, lumber, furniture, carriages, doors, sashes, staves, paper, soap, agricultural implements, stoves, nails, steam engines, locomotives, &c., &c., are in successful operation, and yearly multiplying, giving employment directly and indirectly to thousands. The light pressure of fiscal burdens, in comparison with the United States, stimulates the manufacturing industries of New Brunswick."

## RAILROADS.

"Fourteen years ago there were but twenty-five miles of railway constructed in New Brunswick. To-day there are 380 miles in active operation, and 340 additional miles now under construction."

"There are two great lines of railway under construction—1st. The great Intercolonial Railway, connecting the maritime with the western Provinces of Canada. This road for 200 miles traverses the eastern part of New Brunswick. 2nd. The great River du Loup Railway, running from Fredericton and Woodstock to the River St. Lawrence, following the fertile valley of the St. John, and passing 150 miles through New Brunswick."

## EDUCATION.

"The educational institutions supported by law are—a Provincial University, a Training or Normal School for teachers, and a system of common schools, ranging from the primary to the grammar or high school department. The common schools are *free to all*, being supported from the Provincial revenue, and by rate upon the entire property of the country.

## WAGES AND TAXATION.

"Farm servants receive from \$10 to \$16 a month by the year with board; female servants, from \$4 to \$6 a month, with board; lumbermen, from \$18 to \$26 a month, with board; farm laborers, from 75 cents to \$1.25 cents a day, with board; bricklayers, plasterers, and masons, from \$2 to \$3 a day; carpenters, from \$1.50 cents to \$2.25 cents; painters, from \$1.50 to \$2; bakers, \$1.20 cents; millwrights, \$2; shipwrights, \$1.20 cents to \$1.50 cents; saddlers, \$1.25 cents to \$1.75 cents; tanners, \$1.20 cents to \$1.50 cents. Laborers on the River du Loup and Intercolonial Railways receive \$1.10 cents a day all the year; and the River du Loup Railway Company also give grants of excellent land along the railway to those who work for one, two or three years. The above wages are, with the reasonable cost of living, higher than the wages in the United States,

which, although nominally high, are, by reason of the depreciated value of United States currency, the high cost of living, and the heavy taxes, really less remunerative than those in New Brunswick."

"The taxation in New Brunswick amounts to about \$3 65 cents per head in the United States it amounts to five times as much, or about \$18.

#### SOCIAL LIFE OF NEW BRUNSWICK<sup>1</sup>

"The social life and civilization of New Brunswick is that of Great Britain, with such changes as are naturally induced by life in a country where the land is owned by the tiller of the soil; where there is no exclusive or favored class; where, in the eye of the law, all men and all creeds are equal; and where the physical characteristics of the country are fitted to develop the best qualities of the race. The New Brunswicker is ordinarily robust, athletic, active, intelligent, and enterprising. He is surrounded with all the evidences of civilization. In every settlement there is the post-office, the newspaper, the school and the church. The country is a new country only in the absence of traditions and a history. The emigrant from England, Scotland, Ireland, Norway, Sweden, Denmark, or France will come to a country as advanced in all respects of civilization as the country he has left, but free from many of the social, legal and economic drawbacks which often render life in the older countries unpleasant and labor unremunerative. Wherever he settles he will be within the reach of profitable markets, free schools, and the means of religious worship. And in New Brunswick all religious bodies exist on terms of equality. There is no State Church."

#### PROVINCE OF QUEBEC.

##### EXTENT AND CAPABILITIES.

The Province of Quebec has an area of about 200,000,000 acres of land, and the soil of a large portion of this immense tract is exceedingly fertile and capable of high cultivation. The cereals, grasses, root crops, and the fruits of the Temperate Zones grow in abundance and to perfection. Indian corn is a large crop and fully ripens. Tomatoes grow in profusion and fully ripen. It may be mentioned, as a climatic fact of importance, that neither of these will ripen in the United Kingdom. Quebec has vast tracts of forest land, and a very large lumber trade. It is rich in minerals of almost every kind, except coal, and has large quantities of valuable peat. Its fisheries are of immense extent, and they are very valuable.

The inhabitants of the British Islands and France will both find themselves at home in the Province of Quebec, the English and French languages being both spoken.

##### RIVER ST. LAWRENCE.

The great River St. Lawrence, which forms so remarkable a feature in the Continent of North America, running through it from the head of ocean navigation, to the Gulf, gives it a commercial position of commanding importance; and the Province has capabilities in extent of available water power to fit it for being the seat of manufactures of a continent.

##### CHIEF CITIES.

The historical City of Quebec, containing 59,699 inhabitants, is the seat of the Provincial Government, and the most important port of export of the Dominion; while Montreal, with a population of 107,225, is the commercial metropolis, and the principal port of entry of British North America



## LANDS AND SURVEYS

In the Province of Quebec there are about 5,720,939 acres surveyed and offered in part for sale by the Government and part in free grants, sub-divided into farm lots; the lakes and large bodies of water being excluded, together with 5 per cent. for highways.

## CLIMATE.

The winters are cold, and the summers somewhat similar to those of France. But very exaggerated ideas prevail abroad as to the severity of the winters in this Province. The atmosphere is generally dry and exhilarating, and the cold, therefore, is not felt to be unpleasant. The snow serves a double purpose of a warm covering for the ground, and making winter roads over which heavy loads can be drawn in sleighs with the greatest facility. In the newer parts of the country, before the regular summer roads are made, the winter is almost the only time when heavy teaming can be done.

Ploughing generally commences in April. The only disadvantage the farmer has is in the shortening of his season in which to do his work; he has none in respect to the ripening of his crops.

The climate of this Province is altogether one of the healthiest under the sun, as well as one of the most pleasant to live in. Fever and ague, those scourges of the South Western States, are unknown here; every climatic influence being healthy and pure.

## GOVERNMENT LANDS.

Of the nearly six million acres of lands divided into farm lots offered by the Province of Quebec for sale, nearly half are accessible by good roads.

Lands purchased by the Government are required to be paid for in the following manner: one fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal instalments, bearing interest at six per cent. But the price at which the lands are sold is so low, that is from 30 cts to 60 cts. per acre, (15d. to 2s 5½d. sterling,) that these conditions are not very burdensome. In fact, it is equivalent to the same thing as giving them away in the wilderness form; for the price at which they are sold barely covers the cost of making the survey and making roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 ft. by 20 feet. The Letters Patent are issued free of charge.

On eight of the great colonization roads, 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over 18 years may demand a permit of occupation from any Crown Lands Agent; and if at the end of four years he has cleared 12 acres and built a house, he may take out Letters Patent free of charge.

The parts of the Province of Quebec now inviting colonization are the valleys of Saguenay, St. Maurice and the Ottawa; the Eastern Townships; the Lower St. Lawrence; and Gaspé.

## VALLEY OF THE SAGUENAY.

The settlement in the valley of the SAGUENAY is much higher in latitude than Quebec, lying between the 48th and 49th parallels; but the climate is about the same as that of Quebec, and around Lake St. John it is said to be even more moderate. The soil in this locality is very rich, being argillaceous mingled with a small quantity of sand. The ordinary crops ripen very well, and a road is being completed across the country to make direct communication with the city of Quebec.

## VALLEY OF ST. MAURICE.

The territory watered by the St. MAURICE and its tributaries covers an immense region of 24,140 square miles. There are at present surveyed and divided into farm lots 441,200 acres for sale at 30 cts. per acre, (1s. 2 $\frac{3}{4}$ d. stg.)

## VALLEY OF THE MATAWAN.

The recent exploration in the valley of the Matawan, a tributary of the Upper St. Maurice, draining a large tract of land about 75 miles beyond the Laurentian chain, has revealed the existence of an extensive tract of fertile land, which is now attracting the attention of colonists.

Two parallel roads, the first starting from the town of Joliette, the second from Terrebonne,—a distance of 36 miles apart—have already been opened as far as the Matawan. Settlement is taking place on them.

## OTTAWA VALLEY.

In the OTTAWA VALLEY the number of acres surveyed and divided into farm lots is 1,358,500, offered for sale at 30 cts. per acre (1s. 2 $\frac{3}{4}$ d. stg.) The colonization of these lands is going on very rapidly, and new townships are being opened. The valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa contain large quantities of fish. Trout are caught in large numbers in some of these back waters, and packed in snow for transport to Southern markets, where they bring a high price.

## EASTERN TOWNSHIPS.

In the EASTERN TOWNSHIPS, the Government owns 922,300 acres of wild lands, which it offers at from 50 cts. to 60 cts. (2s. 3d. to 2s. 5 $\frac{1}{2}$ d. stg.) per acre. Settlement in the Eastern Townships is proceeding very rapidly. They are among the most inviting portions of the Province for settlers. The climate is somewhat milder than at Quebec or Montreal. The townships in their general features are hilly, well watered with rivers, brooks and lakes, affording a considerable hydraulic power. The soil is rich; and the farmers, generally speaking, prosperous. They have good facilities of communication and good markets.

## BELOW QUEBEC.

Below Quebec, on the south shore of the St. Lawrence, there are large tracts of land favorable for settlement. The Government have 1,223,200 acres, divided into farm lots, for sale at 30 cts. (1s. 2 $\frac{3}{4}$ d. stg.) per acre. An important colonization road has been opened through the centre of this tract, called the Tache road, of 209 miles in length. This

is intersected with cross roads connecting with the settlements on the shore of the river.

The survey of the Intercolonial Railway has led to the opening up of a new township in Matapediac Valley, the soil of which is reported very good. Colonization will doubtless soon follow the railway.

To the east of the Matapediac road is the immense district of GASPE, forming an area 8,613 miles of superficies; bounded by the St. Lawrence, and the Bay of Chaleurs. It is in great part rocky and unfit for cultivation; but there are many portions which are extremely fertile, and its fishing grounds are said to be the most advantageous in the Dominion. Both sea weeds and fish are used for manure by the farmer. The Government offers for sale 491,000 acres of land in Gaspé, at from 20 to 30 cents per acre (10d. to 1s. 2½d. stg.)

#### HOMESTEAD LAW.

There is in the Province of Quebec a homestead law for the protection of the settler for debts incurred before entering on his farm. Certain necessary articles are exempted from seizure under execution for ten years after he settles on the land. The law is carefully framed so as to grant necessary protection to the settler without at the same time destroying his credit.

### PROVINCE OF ONTARIO.

#### EXTENT AND GROWTH.

The next Province of the Dominion proceeding west is Ontario. It has an area of about 88,000,000 acres; and the soil of a very large portion is exceedingly fertile. Ontario is the most populous and wealthy Province of the Confederation. Its south-western portions have a milder climate than Quebec or the Maritime Provinces. Its growth in wealth, principally from the products of agriculture, has been very rapid. The number of acres surveyed is 25,291,480, and the number already granted and sold 21,849,071.

#### OCCUPATIONS AND CITIES.

Agriculture forms the principal occupation of the inhabitants, although lumbering in the rich forest, mining in the bountiful deposits, and seafaring occupations on the great lakes, attract a portion of the labor of the inhabitants.

Toronto, the seat of the Provincial Government, has a population of 55,092. There are also other cities of considerable extent—Ottawa, with a population of 21,545, is the seat of the Dominion Government, in which are erected the Houses of Parliament and Departmental Buildings. They constitute three of the finest edifices on the Continent of America. The city of Hamilton has a population of 26,716; London, 15,826; and Kingston, 12,407.

#### RESOURCES.

The soil of the country varies in different localities, but a large proportion is of the very best description for agricultural purposes; its water communication, by means of the great lakes, is unsurpassed: in mineral wealth (excluding the one article, coal) it is probably equal to any part of the world, abounding as it does in iron, copper, lead, silver, marble.



petroleum, salt, &c. Its immense forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

Ontario is essentially an agricultural country. The producing class, then, is that which the country needs—men to clear the forest lands, to cultivate the soil, to build houses, to make the ordinary household goods, and to open up communication from one part of the country to another, by the construction of roads and railways.

#### DEMAND FOR FEMALES.

There is also a considerable demand for dressmakers, milliners, and seamstresses, all of whom can obtain much better wages than they can at home.

#### FARMS AND LANDS.

Farmers possessing moderate means can readily purchase or lease suitable farms of from one to two hundred acres, more or less cleared and improved; and, by ordinary discretion and industry, can scarcely fail, if blessed with health and strength, very materially to improve their condition in a few years, and to afford their children, as they grow up, a favourable start in life.

Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate. Emigrants possessing means would do well not to be in haste to purchase, but to get some experience before taking so important a step. Agricultural laborers would study their own interests by accepting employment as it may be offered on arrival, and they will soon learn how to improve permanently their condition. Persons accustomed to the use of mechanical tools, who intend turning their hands to farming will often find such an acquisition of great convenience and value.

#### PROSPERITY OF IMMIGRANTS IN ONTARIO.

Men commencing as labourers, without any capital but strong arms and willing minds, seldom keep in that condition very long, but after a period of more or less duration they generally become employers of labour themselves. It is this moral certainty of rising in the social scale, when the proper means are employed, that brightens to hopes and stimulates the exertions of the needy settler.

In coming to Ontario, old country people will find themselves surrounded by appliances of comfort and civilization similar to those which they left in the old land; the means of educating their children universally diffused; religious privileges almost identically the same; the old national feeling for the land of their fathers loyally cherished; and an easy means of intercourse, both by steam and telegraph, with the central heart of the great British Empire, of which Canadians are proud to boast that their country forms an integral and no inconsiderable part.

#### CLIMATE.

The climate of Ontario is milder than that of other portions of the Dominion. In the south-west portions the peach ripens in the open air, and grows in great profusion and to perfection.

### THE FREE GRANT LANDS.

The Provincial Government has thrown open a large tract of land, including 53 townships, about 3,000,000 of acres, where persons may go and select for themselves the site of a future home. Every head of a family can obtain, gratis, 200 acres of land, and any person arrived at the age of 18 years, may obtain 100 acres in the Free Grant districts. This offer is made by the Government to all persons, without distinction of sex, so that a large family having several children in it at or past 18 years of age may take up a large tract, and become, in a few years, when the land is cleared and improved, joint possessors of a valuable and beautiful estate. The settlement duties are: to have 15 acres on each grant of 100 acres cleared and under crop, of which at least two acres are to be cleared and cultivated annually for five years; to build a habitable house, at least 16 by 20 feet in size; and to reside on the land at least six months in each year.

Further information respecting the Free Grant lands, and directions how to obtain them, may be obtained from the Ontario Government Pamphlet; or from any of the Dominion Government Immigration Agents.

### CONDITIONS OF SUCCESSFUL SETTLEMENT ON THE FREE GRANTS.

In order to make a successful settlement upon a free grant, *the settler should have at the least £40 to £50 of capital in reaching his location. But it would be an act of wisdom, on the part of immigrants on their arrival in the country, to deposit their money in a Savings Bank, where it would draw from 4 to 5 per cent. interest, and go out for a year as agricultural laborers.* The experience thus acquired will far more than compensate for the time lost. The settlers are always willing to help new comers. A house, such as is required by the Act, could be erected by contract for from £5 to £8; but with the assistance which the settler would certainly receive from his neighbors, it might be erected for even less. The best season of the year to go on to a free grant is the month of September, after harvest work in the old settlements is over. There is time to put up a house, and get comfortably settled before the winter sets in; and during the winter the work of chopping and clearing can go on. In this way a crop can be got in during the first spring.

### SETTLERS HOMESTEAD FUND.

During the session of 1871, the Legislature of Ontario passed an Act entitled: "*To encourage settlement in the Free Grant Territory.*"

Section 1 sets apart the sum of £4,109 13s. 4d. stg., to be designated the "Settlers' Homestead Fund."

Section 2 authorizes the Commissioner of Agriculture and Public Works, to cause to be cleared fit for cultivation, and fenced, a plot not exceeding five acres on any lot of the Free Grant Lands under the Homestead Act of 1868; and to cause to be erected thereon a one story house fit for habitation. But for the whole of this improvement he must not expend more than £41 1s. 11d. stg.

The settler will get the land free, subject to paying the cost of this improvement.

The Township of Ryerson, on the Maganctawan River, north of Nipissing Junction, has been selected for the purpose of commencing this system of improvements. In this Township roads are now being constructed, and clearances are being made, and houses erected.

As a number of these "Homesteads" will be ready for occupation this season, a speedy and successful settlement may be anticipated, as the result of the legislation on this subject.

The Colonization Road, now being made, will enter the Township on its western limit, about twenty miles north of the Nipissing Junction Road, at the head of Lake Rosseau.

To reach this Township from Toronto the fares are as follows :

Toronto to Bracebridge.....	£0 15s 5d. stg.
" Rosseau.....	0 15 6 "

#### THE PUBLIC LANDS, OTHER THAN FREE GRANTS.

Large tracts of uncleared land are still in the hands of the Government of Ontario. There are in Ontario the following numbers of acres :—

Total area.	Total surveyed.	Total granted and sold.
77,606,400	25,297,480	21,879,048

It has been discovered that there is in the basin of Lake Nipissing and the watershed of the Ottawa, both in Ontario and Quebec, a most extensive tract of excellent land, nearly as large as the peninsula of Ontario, much of it as deep-soiled as the basin of the St. Lawrence, timbered with a heavy growth of mixed white pine and hardwood, much of it as level as the St. Lawrence valley, and some as even as a prairie. It lies, moreover, near waters which either are or can be easily made navigable.

The price of such Government lands as are for sale varies with the situation. In the Algoma district it is ten pence per acre, but that is a somewhat remote region. The usual price for the more accessible tracts is from 2s. to 15s. per acre. The regulations, under which the lands are sold, vary considerably according as they are of ordinary character, or specially valuable for their timber or minerals. The usual settlement duties required before a patent is issued for the lands occupied are, the building of a "habitable house," and 20 acres on a 200 acre lot to be cleared and under crop.

The names of the Land Agents may be obtained from the Ontario Pamphlet, or the Dominion Government Agents.

#### MINES AND MINERALS.

The mineral wealth of Ontario is not surpassed in variety and richness, but may be said to be almost entirely undeveloped.

Iron in large quantities is found a short distance back from Lake Ontario, in the country between the Georgian Bay and the Ottawa; also, in the same region, copper, lead, plumbago, antimony, arsenic, manganese, heavy spar, calc spar, gypsum or plaster of Paris, marble pronounced by good judges as fully equal to Carrara, or that obtained in Vermont, and building stone, all of them in large quantities near the surface. Gold has also been found in the same region, but not as yet in quantities sufficient to pay well. Mica is also found in considerable quantities, and is very profitably worked.

On the north shore of Lake Huron are the celebrated Bruce mines of copper, from which ore and metal to the value of about £50,000 are exported annually. Silver is found on the shores of Lake Superior, particularly in the neighborhood of Thunder Bay. Silver Islet, a small island in this bay, contains one of the richest veins of this metal ever discovered. There are other veins on the mainland almost, if not quite, as rich.



Petroleum is got in the westerly part of the Province in immense and apparently inexhaustible quantities.

Salt is obtained at Goderich and the neighbourhood, in the shape of brine, from wells sunk to a great depth below the surface.

Large peat beds exist in many parts of the Province, and the manufacture of peat for fuel is now being carried on by two companies, the Anglo-American and the Ontario.

## PROVINCE OF MANITOBA.

### GENERAL FEATURES.

Still further West, in the newly acquired North West Territory, is the recently created Province of Manitoba. It contains about 9,000,000 acres of land; but it is comparatively a speck on the map of the vast Territory out of which it has been formed. The soil, which is mostly prairie, and covered with grass, is a deep alluvial deposit of unsurpassed richness. It produces bountiful crops of cereals, grasses, roots and vegetables. So rich and inexhaustible is the soil, that wheat has been cropped off the same place for forty years without manure, and without showing signs of exhaustion. It is especially a wheat growing soil, and it is believed to contain the most favorable conditions for the growth of this grain on the continent. Pumpkins, potatoes and roots of all sorts, grow to perfection. Strawberries, currants (red and black), raspberries, plums, cherries, blueberries, whortleberries, cranberries (both bush and marsh), grow wild and in abundance. Flax is very luxuriant. The wild grasses of the country, which are very nutritious, are particularly favorable for stock raising of all sorts. Cattle can be fattened in Manitoba, and driven to St. Paul without loss of weight. There are large tracts of woods along the streams. The beet root grows in great abundance, but the saccharine qualities of the sugar beet have not yet been tested.

Manitoba is situated in the middle of the continent, nearly equally distant between the Pole and the Equator, and the Atlantic and Pacific Oceans. Its climate gives conditions of decided heat in summer and decided cold in winter. The snow goes away and ploughing begins in April, which is about the same time as in the older Provinces of Canada, and the Northern United States on the Atlantic Seaboard, and the North Western States Minnesota—and Wisconsin. The crops are harvested in August. The long sunny days of summer bring vegetation of all sorts to rapid maturity. The days are warm and the nights cool. Autumn begins about the 20th September, and lasts till the end of November, when the regular frost sets in. The winter proper comprises the months of December, January, February and March. Spring comes in April. The summer months are part of May, June, July, August and part of September. In winter the thermometer sinks to thirty and forty degrees below zero; but this degree of cold in the dry atmosphere of the North West does not produce any unpleasant sensations. The weather is not felt to be colder than that in the Province of Quebec, nor so cold as milder winters in climates where the frost, or even a less degree of cold than frost, is accompanied with dampness. The testimony is abundant, in fact universal, on this point.

Snow does not fall on the prairies to an average greater depth than eighteen inches, and buffaloes and horses graze out of doors all winter. They scratch the snow off the prairie grass and grow fat upon it. Horned cattle do graze out of doors part of the winter, but in some states of the

weather they require to be brought in. Instances are, however, stated in which horned cattle have grazed out all winter.

Winnipeg, the capital of Manitoba, has not at present much more than the dimensions of a large village; but it is already beginning to receive an immigration, as well from the older Provinces of the Dominion as the United States and Europe. It will probably, therefore, soon become a considerable town. Navigation is about to be opened between the Red River and the head waters of the Saskatchewan above Fort Edmonton, near the base of the Rocky Mountains, by steamboat, a distance of over a thousand miles, as the crow flies, through prairie land of unsurpassed richness. The route to Manitoba from Thunder Bay to Fort Garry has been very greatly improved, and the Canadian Government convey emigrants between these points for \$15. The weight of luggage which emigrants can carry over this route is, however, limited to 450 lbs. each, and no one package must exceed 150 lbs. weight, for convenience of transport over the portages.

It is intended to have steamers on the navigable waters of this route during the coming season of navigation.

By the United States routes, an emigrant may proceed by water to Duluth, and thence by the Northern Pacific Railway to Moorhead, a station on the Red River; whence there is steamboat navigation to Winnipeg.

There are other railway routes *via* St. Paul's, which afford facilities for travel to Manitoba.

A light buggy may be driven for a thousand miles in a straight line over the open prairie, adapted to the production of wheat, not only in the largest quantity to the acre, but of the best quality.

This tract of country to the east of the Rocky Mountains contains under the surface of its rich prairie land, one of the largest coal fields in the world, which in some places, crops out of the surface on the banks of the rivers. It is almost impossible to over-estimate the importance of this physical fact for the future of the Dominion. The rivers which run east from the Rocky Mountains are rich in gold deposits; and in fact mineral wealth of almost every kind is found in this territory.

The drawbacks which have been experienced in the country in the past are want of sufficient markets for agricultural produce; periodical invasions of grasshoppers; and occasional frosts out of season. The first drawback of want of markets is beginning to give way under the progress of settlement; the second is common with the Western United States; and the third is common with the largest part of Canada and the Northern United States.

## PRODUCTIONS.

### LETTER FROM UNITED STATES CONSUL.

The subjoined letter from Mr. James W. Taylor, the United States Consul at Manitoba, is copied from a Western United States newspaper: It is given here as the testimony of an American, in official position, for the information of his own people as to the capabilities and productions of Manitoba:—

" U. S. CONSULATE,  
WINNIPEG, B.N.A., Sept. 11, 1872. }

" Sir,—In response to your communication, requesting samples of the agricultural products of Manitoba for exhibition at the Minnesota State Fair, I forward specimens of the wheat crops of 1871, a parcel of winter wheat harvested in 1872, some Indian corn and oats, and a few vegetables.



"The season here is fully two weeks later than in Minnesota. Your State Fair is earlier than usual, and the Manitoba crops are not yet threshed.' A month later it will be convenient to send a full list of the grain and vegetables of the current year.

"I will add a few words of explanation in regard to the samples herewith forwarded.

"The wheat produced by John Flett (one half bushel) was imported forty years since from England, where it was a fall or winter variety, but in course of its acclimatisation it has become a spring wheat, known as the English.

"It shows some signs of deterioration from constant cultivation on the same farms for nearly half a century, yet a parcel forwarded by me to the Department of Agriculture at Washington was so much esteemed that the Commissioner proposes to circulate a considerable quantity in the United States as 'Manitoba Spring Wheat' Mr. Flett's farm is on the east bank of Red River, three miles north of Fort Garry.

"I send one-third bushel spring wheat from the farm of John Matheson, in Kildoonan (the Scotch parish) four miles north of Winnipeg, which is mainly the 'English.' A third variety of spring wheat may be termed 'Minnesota Spring,' the seed being sent by Mr. N. W. Kittson to Hon. James McKay in the winter of 1868, one-and-a-quarter bushels of which in 1869 produced 44 bushels on one acre, and has since averaged 30 bushels per acre for field cultivation.

"You will notice a few heads of bearded wheat from the farm of John Matheson, second, of Kildoonan. They are from a field of spring wheat in 187 which bore a considerable crop this head, although left fallow.

"I also send some heads of the 'English spring.'

"I invite your particular attention to the specimen of 'Fultz Winter,' grown in St. Boniface, by Mr. Jean Meyer, from seed, furnished me by Mr. Fred. Watts, U. S. Commissioner of Agriculture. It was sown October 2, 1871, and harvested August 10, 1872. When the snow disappeared this spring the plants were barely visible, but they came to great perfection, and the yield was at the extraordinary rate of 72 bushels per acre. Results signally remarkable attended the cultivation of the 'Fultz' wheat by Hon. James McKay, of St. James Parish, and Mr. John Matheson.

"Encouraged by these results, the U. S. Department of Agriculture are about to distribute through this Province a liberal supply of Tappahanock and Forzelle Winter Wheat and Winter Rye.

"I am gratified to observe that Commissioner Watts will attend and address the Minnesota State Fair. May I ask that you will personally communicate to him the thanks of the agriculturalists of Manitoba for the distribution of new and valuable seeds in this Province.

"The few ears of corn sent are the squaw variety, grown at the mission of Northern Minnesota. It only reaches the height of three feet, but is very prolific. This specimen was planted by Hugh Polson, of Kildoonan, May 15th, and gathered September 4th.

"The sheaf of 'Fultz' winter wheat is sent to indicate the growth and appearance of the plant.

"I have no doubt that the production of the districts far north of the line of your road will compare favorably with the results of agriculture in similar areas of North Europe.

"I am, Sir,

"Yours truly,

"JAMES W. TAYLOR."



## LETTER FROM ARCHDEACON McLEAN.

This letter of Mr Taylor was submitted by the Department of Agriculture to the Ven. Archdeacon McLean, on the occasion of a visit to Ottawa, in order to obtain his opinion, as a resident, as to the accuracy of the statements contained in it. He replied in the following letter:—

“OTTAWA, 10th February, 1873.

JOHN LOWE, Esq.,

Secretary Department of Agriculture.

“SIR,—In reference to the letter of Jas. W. Taylor, Esq., U. S. Consul at Winnipeg, on the subject of Manitoba wheat, I beg to say that the statements contained in it relative to the average yield per acre, agree fully with the results of my own observation during nearly a seven years residence in Manitoba. There is no doubt at all that forty bushels of wheat per acre can be got in Manitoba, with ordinary care in farming. My observations have reference only to spring wheat. I have not seen any efforts made to cultivate fall wheat, although I know no reason why they should not be successful.

“With regard to ordinary kitchen vegetables I do not think it possible to surpass the products of Manitoba.

“About the first week of October I attended an Agricultural show of the products of the Province, held at Fort Garry. I do not remember ever seeing so fine a display of vegetables anywhere. The potatoes, turnips, cabbages, beets and onions, were of a size and apparent quality, that indicated the very richest soil.

“Let me take the opportunity of reminding you that Manitoba is after all but a very small portion of the Great Fertile Belt of our Dominion.

“The Valley of the Upper Assiniboine, with those of its affluents, the Rapid River or Little Saskatchewan, the Shell River, the Swan and other rivers—and the valley of the Saskatchewan—stretching westward to the Rocky Mountains, contains millions upon millions of acres of soil as rich as that of the best in Manitoba, with a magnificent climate, and every requisite for securing the health and material prosperity of a vast population.

“I can speak with as much certainty of the climate and soil of the portions of the Fertile Belt, that I have not seen, as of Manitoba, where I have lived for years.

“I have made it my business to converse with Missionaries, Hudson Bay Officers, and natives of the country, who have lived for long periods in the various sections. I have carried on this practice for a series of years, taking notes of the conversations. I have compared from time to time one man's statement with that of another, and I am to-day thoroughly convinced that the Saskatchewan Valley is destined to be the great field for emigration.

“The land in the Saskatchewan valley is on the whole very similar to that of Red River, though not quite so level.

“The thermometer falls lower in winter, but as there is very seldom any high wind, the cold is not much felt.

“The severe frost pulverises the ground, and renders it easily ploughed in spring.

“Wheat grows there in great perfection, and is ready to cut from the middle to the end of August.

“The risk of early frost is chiefly confined to the neighborhood of swampy flats. In general there is but little risk on the higher ground.

“The grasshoppers that from time to time visited Red River, have never yet done any serious damage in the Saskatchewan valley. In 1866 they came to Carleton, but did not spread beyond fifteen miles east. The Red River Valley has been exposed to the grasshopper in common with the prairie lands of the United

States. We have reason to believe that the liability will cease, or at least decrease very much, when a large section of the country is under cultivation.

"I remain, Sir,

"Yours truly,

"JOHN McLEAN, D.D., D. C. L.,

"Archdeacon of Manitoba."

### STATEMENT OF MR. G. B. SPENCE.

The following are notes of an interview of Mr. G. B. Spence, Collector of Customs at Winnipeg, Manitoba, with the Hon. J. H. Pope, Minister of Agriculture, at his office, on the 11th February, 1873. They are given here as further evidence respecting the productions of the soil and climate of Manitoba:—

In answer to a question from the Minister, Mr. Spence said he had been in Manitoba since the 22nd December, 1870.

*Minister.*—What time does spring begin there?

*Mr. Spence.*—In 1871 the spring opened about the 1st of April. The river is navigable about the 23rd of April. In 1872 the spring set in somewhere about ten days later. The first steamer went down early in May.

*Q.* What time do farmers sow wheat there?

*A.* They sow in April or May, from about the 15th or 20th April to the 15th or 20th May. The spring is shorter than it is here, and sets in without any breaks.

*Q.* What quantity of wheat do they raise to the acre?

*A.* They raise from thirty to sixty-three bushels to the acre. Forty bushels is the average.

*Q.* What is the usual weight per bushel?

*A.* Sixty-two lbs. I have been told by persons who have seen it, that wheat can be cultivated for forty years, continuously, without manure.

*Q.* What about oats and barley, and root crops?

*A.* The barley sown there is very fine; the oats not so good. Buckwheat has never been tried. Root crops are extraordinary. Cabbage and cauliflower grow almost of their own accord. Cabbages grow to a very large size. Potatoes and turnips are very fine, also mangolds. Sugar has never been grown, but some parties think of trying it. Tomatoes, if they were to have the same trouble as in this country, would answer well. Very little attention is paid to scientific farming. The grasses have not been thoroughly attested; have seen small patches of timothy, which were very good. The wild grasses are very good for pasturage. There are what are called hay farms.

*Q.* Do farmers house their cattle?

*A.* Hundreds of cattle are never housed, and they look far better than those you see come out of barns.

*Q.* Is the climate equal to that of Minnesota?

*A.* The climate is much the same.

*Q.* The soil?

*A.* Yes. The soil is believed to be better than that of Minnesota. I believe there is no country where the soil is equal to it.

*Q.* What time do they usually cut the grain?

*A.* At the latter part of July and beginning of August.

*Q.* What time does winter set in?

*A.* Winter usually sets in about the first of December, sometimes a little earlier. The snow lasts till the first of April.

Q. How many months could you plough in?

A. Five, if not six. Part of April, May, June, July, August, September, and part of October.

Q. As to the cold in winter?

A. The air is drier than it is here, and the cold is not felt so much.

Q. What about summer?

A. The greater part of the summer is pretty hot. The thermometer ranges about ninety degrees; have seen it go up to ninety-six degrees. There is not much rain.

Q. Supposing you were a man without means and without a family, would you go there?

A. A man without means has a better chance there than he would have by going into bush land. Fuel is more accessible there than in the prairie. If you go back fifty or sixty miles you come to timber lands.

#### ANALYSIS OF SOIL BY A GERMAN CHEMIST.

The following is an analysis of the prairie soil of the Province of Manitoba, by Professor V. Emmerling, Director of the Chemical Laboratory of the Agricultural Association of the University of Kiel, Holstein, Germany. This scientific analysis confirms in a remarkable manner the reports which have been received of the great fertility of the soil of Manitoba.

(Translation of Letter to Senator Emil Klotz.)

“KIEL, 29th April, 1872.

“HON. SENATOR :

“The analysis of the Manitoba soil is now completed, and the result is in 100,000 parts :—

Potash .....	228.7
Sodium .....	33.8
Phosphoric Acid.....	69.4
Lime.....	682.6
Magnesia .....	16.1
Nitrogen.....	486.1

“Yours truly, e. f.

(Signed,)

“V. E. CO. RLLING.

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*Extract from Letter of Senator Emil Klotz to Jacob E. Klotz, Agent for the Dominion Government.*

“KIEL, 4th May, 1872.

“After considerable delay, I succeeded in obtaining the analysis of the Manitoba soil from Professor Emmerling, Director of the Chemical Laboratory of the Agricultural Association of this place, and hope it may be of service to you. Annexed I give you our analysis of the most productive soil in Holstein, whereby you will see how exceedingly rich the productive qualities of the Manitoba soil are, and which fully explains the fact that the land in Manitoba is so very fertile, even without manure.

“The chief nutrients are, first, nitrogen, then potash and phosphoric acid, which predominates there; but what is of particular importance is the lime contained in the soil, whereby the nitrogen is set free, and ready to be absorbed in vegetable organisms. The latter property is defective in many soils, and when it is found defective recourse must be had to artificial means by putting lime or marl (a clay which contains much lime) upon the same.



"According to the analysis of the Manitoba soil, there is no doubt that the farmer who desires to select for his future home a country which has the most productive soil and promises the richest harvests, no country in the world offers greater attractions than the Province of Manitoba, in the Dominion of Canada."

*Analysis of the Holstein Soil and Manitoba Soil compared.*

	Holstein Soil.	Excess of Properties of Manitoba Soil.
Potash .....	30	198.7
Sodium .....	20	13.8
Phosphoric Acid.....	40	29.4
Lime .....	130	552.6
Magnesia.....	10	6.1
Nitrogen.....	40	446.1

### PROVINCE OF BRITISH COLUMBIA.

The following information respecting the latest member of the Dominion of Canada is condensed from the Report of the Hon. H. L. Langevin, C.B., the late Minister of Public Works of Canada, and from other sources.—

#### DIVISIONS, HARBOURS AND RIVERS.

The Province is divided into two parts, the main land, commonly called British Columbia, and Vancouver's Island. They were formerly separate colonies, but were united in 1866. The total area of the Province is 220,000 square miles, and it has a coast line of about 500 miles, with innumerable bays, harbours and inlets. The principal harbours on Vancouver's Island, are Victoria, Esquimault, Nanaimo and Barclay Sound. The harbour of Victoria is shoal, narrow and intricate, and there are deposits of mud that require to be removed.

The harbour of Esquimault is the best harbour on the Pacific, north of San Francisco. It has an almost even depth of thirty-six feet, with an excellent bottom, and is perfectly safe and sheltered. It is well lighted, may be entered with facility at all times, and fifty vessels might anchor in it with ease. Only a tongue of land 750 feet wide prevents free communication between the harbours of Esquimault and Victoria.

Nanaimo is situated on the east coast of the Island, sixty-five miles from Victoria. It is well situated, large and safe. The coal mines are near this port; there are also fine quarries near, and it is very important, as the most convenient port for the fisheries, especially whale fisheries.

Barclay Sound is on the west coast of the Island. It opens into the Pacific Ocean itself, and is about thirty-five miles long. At its head it is only fourteen miles from the east coast, and easy communication may be had with it. The water is very deep, and once in harbour, the shelter is perfect. But a lighthouse at the entrance is necessary for its safety.

The harbours on the mainland are Burrard Inlet, Howe Sound, Bute Inlet, Milbank Sound, River Skeena and River Nass.

Burrard Inlet is situated on the Gulf of Georgia, a few miles from New Westminster. It is nine miles long, deep and safe. It is the port from which the lumber trade is chiefly carried on. It is very easy of access to vessels of any size or class, and convenient depth of water for anchorage may be found in almost every part of it.

Howe Sound is north of Burrard Inlet, separated from it by Bowen Island, and comparatively difficult of access.

Bute Inlet is much farther north, is surrounded with lofty mountains, and receives the waters of the River Hamathco. Valdez Island lies between its mouth and Vancouver.

Milbank Sound, still farther north, will become valuable as a harbour, as the gold mines on Peace River attract population.

The River Skeena is now ascended by steam vessels from Nanaimo, and is one of the routes to the Ominica gold mines.

The River Nass, a little further north, is near the frontier of Alaska. It has been ascended by a steamer more than twenty-five miles. It is believed that the region it waters is rich in gold, and both it and the Skeena are valuable for the fisheries.

#### VESSELS.

The total number of vessels that entered the ports of British Columbia in 1870, was 804, of which 597 were British, and 207 foreign, 545 with cargoes, and 259 in ballast. The total tonnage was 170,624 tons. The number of vessels that cleared from the ports for the same year was 835, and the tonnage, 173,209.

There are steamers between Victoria and New Westminster on the Fraser River as far as Yale. A steamer has also been put on this river on the Cariboo route, between Soda Creek and Quesnel, and as far up as Fort George, and another on Lake Fatla, for the convenience of reaching the Ominica Mines.

#### FISHERIES.

The fisheries are probably the richest in the world. Whales and seals abound in the northern seas. Sturgeon are plentiful in the rivers and estuaries of British Columbia. They are found weighing over 500 lbs., and are caught with little difficulty.

Salmon are excellent, and most abundant. Those of Fraser River are justly famous. There are five species, and they make their way up the river for 1,000 miles. The silver salmon begins to arrive in March, or early in April, and lasts till the end of June. The average weight is from four to twenty-five lbs., but they have been caught weighing over seventy. The second kind are caught from June to August, and are considered the finest. Their average size is only five to six lbs. The third, coming in August, averages seven lbs., and are an excellent fish. The noan or humpback salmon, comes every second year, lasting from August till winter, weighing from six to fourteen lbs. The hookbill arrives in September, and remains till winter, weighing from twelve to fifteen, and even forty-five lbs. Salmon is sold at Victoria at five cents per lb., and there appears to be no limit to the catch.

The oulachans, a small fish like a sprat, appearing at the end of April, are a delicious fish, fresh, salted, or smoked, and yield an oil of a fine and excellent quality. They enter the river in millions, and those caught at the north are said to be so full of oil that they will burn like a candle.

Several species of cod are found, and it is believed there are extensive cod banks in the Gulf of Georgia.

Herring also abound during the winter months, and are largely used, both fresh and smoked, and are of good quality.

Halibut banks are of frequent occurrence, and the fish attain an enormous size.

Anchovies are only second to the oulachans in abundance, and may be taken with great ease during autumn.

Haddock is caught in the winter months.

Dogfish can be taken with great facility in any of the bays and inlets and the oil extracted from these is of great value.

Excellent trout are found in most of the lakes and streams, weighing from three to eight lbs.

Oysters are found in all parts of the Province. They are small, but of fine quality.

#### AGRICULTURAL CAPABILITIES.

As an agricultural country, British Columbia has been much underestimated. The tracts of arable land are of very great extent. A portion of these, however, require artificial irrigation. This is easy to be obtained, and not expensive, and lands so irrigated are of very great fertility. Land, 1,700 feet above the level of the sea, thus irrigated, yielded last year forty bushels of wheat per acre.

The tracts of land suitable for grazing purposes are of almost endless extent, and the climate very favorable, shelter is only required for sheep, and even this not in ordinary seasons. On the Cariboo road there is a plain 150 miles long, and sixty or eighty wide, and between the Thompson and Fraser rivers there is an immense tract of arable and grazing land. The hills and plains are covered with bunch grass, on which the cattle and horses live all winter, and its nutritive qualities are said to exceed the celebrated blue grass and clover of Virginia.

#### FOREST LANDS.

The forest lands are of great extent, and the timber most valuable. They are found throughout nearly the whole extent of the Province. The principal trees are the Douglas pine, menzies fir, yellow fir, balsam, hemlock, white pine, yellow pine, cedar, yellow cypress, arbor vitæ, yew, oak, white maple, arbutus, alder, dogwood, aspen, cherry, crab apple, willow and cotton wood. The Douglas pine is almost universal on the sea coast, and up to the Cascade range. It preponderates at the southern end of Vancouver, and along its east and west coast, the finest being found in the valley and low grounds along the west coast, and on the coast of British Columbia. It yields spars from ninety to 100 feet in length, can often be obtained 150 feet free from knots, and has squared forty-five inches for ninety feet. It is thought to be the strongest pine, or fir, in existence. Broken in the gale, the stem is splintered to a height of at least twenty feet, and it is astonishing to see how small a portion of the trunk will withstand the leverage of the whole tree. The timber contains a great deal of rosin, and is exceedingly durable. The bark resembles cork, is often eight or nine inches thick and makes splendid fuel.

On the banks of the Nitinat Inlet and elsewhere, forests of the Menzies pine occur suitable in size for first class spars, and the wood works beautifully. The white pine is common everywhere. The Scotch fir is found on the bottom lands with the willow and cottonwood. The cedar abounds in all parts of the country, and attains an enormous growth. Hemlock spruce is very common. The maple is universal everywhere. The arbutus grows very large, and the wood in color and texture resembles box. There are two kinds of oak, much of it of good size and quality. There are few lumbering establishments, the trade being hardly developed. The value of timber exported in 1870 was \$128,257. It was expected to be considerably more in 1871.

The Fraser River and its tributaries, with the numerous lakes com-



municating with them, furnish great facilities for the conveyance of timber. The Lower Fraser country especially is densely wooded. Smaller streams and the numerous inlets and arms of the sea furnish facilities for the region further north.

#### MINERAL WEALTH.

The mineral wealth is very great. Gold does not seem to be confined to any one section. It is found all along the Fraser and Thompson Rivers, again in the north along the Peace and Ominica Rivers, and on Germansen Creek, and on Vancouver Island. From the United States frontier to the 53rd degree North lat., and for a width of from one to 200 miles, gold is found nearly everywhere. A thorough geological survey, roads to reach the mines, and capital to carry them on, seem to be the only obstacles to gold mining to an almost exhaustless extent. The yield of gold, under all these obstacles, for 1870, was over \$1,300,000. The yield from the new mines opened in the Ominica District, in 1871, is estimated at about \$400,000, and that from the older mines of the Cariboo district at over a million.

Silver mines are found in the Fraser Valley, and one mine has been put in operation with every prospect of success.

Copper is also abundant.

The coal mines are even more valuable than the gold. Bituminous coal is found on Vancouver's Island in several places, especially along the east coast. The mines at Nanaimo are the only ones that have yet been much worked. The coal is of fair quality superior to the Scotch but not equal to the Welsh. The Dunsmuir coal at Departure Bay is pronounced, however, to be superior for steaming purposes to the Newcastle. This mine was only opened in 1869. The harbors both of Nanaimo and Departure Bay are excellent. Veins of coal have been found in other parts of the Province. That of the Nicola River, 160 miles from the sea, is said to be superior to that of the coast.

Anthracite coal, very excellent in quality, is found on Queen Charlotte's Island. There are also indications of coal along the whole west coast of Vancouver's Island. At Departure Bay there are quarries of very fine sandstone. Blocks fifty feet long by eight in diameter are obtained from it.

#### MANUFACTURES AND EXPORTS.

The manufactories are very few in number, but water power is everywhere abundant.

The exports in 1870 amounted to \$203,364, exclusive of gold.

Furs are one of the most valuable articles of export. The value of fur exported in 1869 was \$233,000. The most valuable are Black and Silver Fox, Sea Otter, Red Fox, Fur Seal, Mink, Martin, Beaver and common Otter. Buffalo are found on the plains, bears and mountain goats and sheep on the mountains, elk are met with on the coast, deer on the groups of small islands, wild ducks and geese are abundant, grouse and snipe are found everywhere, and in the plains a kind of tall buff cranes four or five feet high.

#### CLIMATE.

The climate varies according to the locality, owing principally to four causes, greater or less distance from the sea and from the vicinity of the mountain regions, difference in the nature and quantity of the vegetable

growth, and difference of level. The low portions near the sea and on Vancouver's Island have a moderate climate, with a general range of from 20° in winter to 80° in summer. The spring is short, lasting from the beginning of March to the early part of May. The prevailing weather is fine and mild, alternated with occasional rain and squalls. Farming operations may usually be commenced at the beginning or middle of March, the "March winds" being seldom severely felt. The summer begins in May and ends with September. They are dry, with occasional showers; fogs and mists are rare, and the heat tempered by sea and land breezes. The temperature on the island is lower than on the mainland, owing to the prevailing southern winds, blowing from the direction of the mountains across the sound. The crops are usually sown, reared, cut and housed with fine weather. October and November are the autumn months; cold and moist winds prevail, fogs and frequent rains. There are, however, periods of fine weather sometimes lasting for ten or twelve days, and even at the latter end of November the wild strawberries are sometimes seen in bloom. The winter lasts from the beginning of December till March; cold, moist northerly and southerly winds prevail, with frequent rains and occasional fogs. Snow neither falls heavily nor lies long, and the frosts are not severe, ice being seldom more than an inch thick. The general character of the climate is, a dry, warm summer, and an open wet winter. The absence of thunderstorms is a remarkable fact. Very rarely do any take place over Vancouver. Along the coast of British Columbia, for 150 miles inland the climate is humid, the thermometer rarely falling below 10°, or rising above 90°. Rain is abundant during the spring, and during summer and autumn, sometimes continues for several days together. Snow falls from 1 to 2 feet; in the northern part often more; near the sea, seldom so much. It seldom lies more than a week or two at a time; winter breaking up in the early part of March. When the atmosphere is clear there are heavy dews, and fogs are common at all seasons. The harbour at New Westminster is dangerous from floating ice from January to March.

Beyond this district, lies a district of about equal breadth, which is warmer and drier, the summer heat being more intense, and the mercury freezing in the winter. Beyond this again is another belt, with a more humid climate. The larger lakes never freeze over, the snow in the open country seldom exceeds two feet in depth, and, throughout the Province, cattle as a rule, can obtain feed at any time. The farmer who provides a month's forage is considered a very careful, prudent man. Both in summer and winter the climate is remarkably healthy—nothing like malaria or ague prevailing either in the summer or in the dampest places.

In the Cariboo district the weather is most variable, and subject to violent thunder storms both in winter and summer.

#### POPULATION AND INDIANS.

The population, according to the census of 1871, was 10,586, exclusive of Indians. The Chinese population increased during 1871 to 2,000. They are an industrious, clean and laborious community, and, though not regarded with great affection by the people, are never ill-treated. Among the colonists there is the same disproportion between men and women as in other gold regions, the men comprising more than two-thirds of the population. The people are intelligent and industrious, and remarkable for the spirit of order and submission to law.

The Indian population is estimated at from thirty to fifty thousand souls. They are found all over the Province. On Vancouver's Island they are mostly coast Indians. Their houses are a sort of one story card castle, of axe-hewn lumber, divided into several compartments, one of which is occupied by each family. They have great skill in the manufacture and management of canoes. On the mainland they frequent the upper country, it being superior for hunting, and the salmon abundant in the rivers. Wild berries grow in great profusion and are a staple article of Indian food. The houses here are made of skins, more or less dressed, old tent cloths, mats, &c. In severe weather they build underground houses, circular pits, from 20 to 40 feet in diameter and 8 to 10 feet deep, covered with a substantial earth roof, with a circular aperture in the centre for the ingress of men and provisions and the egress of the men and the smoke. Polygamy prevails among all of them. They are very intelligent, with great natural powers of observation, but, unlike other intelligent savages, they seem to have no religion whatever. Slavery is universally practised, but is dying out among tribes under European influence—4,000 are said to be under instruction by Anglican Missionaries, and as many more by Roman Catholic. Their number seems to be always decreasing, from small-pox, tribal wars and measles. Wars have much diminished among them. There has never been any trouble with them but once since 1858, and this was caused by some white men taking possession of one of their camping places, with a much valued spring of water. If they could be taught settled habits and agriculture, they would become a very valuable population. They are admirably adapted for opening up a new country; they are large consumers of consumable articles, and they are the best fur-hunters. They are faithful and trustworthy, but not especially industrious. At the south they are dark, wear their hair long, and are not particularly cleanly. The Northern Indians have a clear complexion, and are larger, stronger and cleaner, they are a fine race. Their languages are difficult and numerous, but the "Chinook jargon" is used by all the tribes in their dealings with the whites.

The two great wants of British Columbia are population and means of transport. With the building of the Pacific Railway these wants will be supplied, and the Province become one of the most valuable in the Dominion.

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## CHAPTER IV. INFORMATION AND ADVICE FOR EMIGRANTS.

### H. M. GOVERNMENT EMIGRATION OFFICERS IN THE UNITED KINGDOM.

#### EMIGRATION AGENTS OF THE DOMINION OF CANADA.

*London.*—Edward Jenkins, Esq., M.P., General Resident Agent of the Dominion in London and Superintendent of Emigration, 11 Adam st., Adelphi, W.C., London.

*Liverpool.*—G. T. Haigh, Alexandria Buildings.

*Belfast.*—Chas. Foy, 11 Claremont st.

*Glasgow.*—R. Murdoch.

*Paris.*—Gustave Bossange, 16 Rue de quatre Septembre.



There are other Canadian Agents in the United Kingdom, but without official residence.

All intending emigrants may apply, either personally, or by letter prepaid, to the Canadian London Emigration Agent, address as above, or to any other Canadian Agents, for information or advice.

Copies of this publication and of the pamphlets published by the several Provinces may be obtained on application to the Agents.

All information which intending emigrants obtain from the Agents of the Dominion they may accept as reliable. All the Dominion Agents are strictly charged not to make any exaggerations in any statements they may furnish; and not to render themselves liable to the reproach of having misled any emigrants.

Above all things emigrants should be cautioned to trust only to the statements of duly authorized persons; and to avoid the numerous land-sharks who would prey on their credulity.

## IN THE DOMINION.

*Departments and Officers who undertake to answer, as far as in their power, Enquiries Addressed to them by persons in the United Kingdom, respecting their Friends or Relatives in British North America.*

*Dominion Government*—Department of Agriculture, Ottawa.

*Nova Scotia*—The Provincial Secretary, Halifax, Nova Scotia.

*New Brunswick*—The Government Immigration Agent, St. John, N.B.

*British Columbia*—The Colonial Secretary, Victoria, Vancouver's Island.

*Red River Territory*—W. Hespeler, Winnipeg, Manitoba.

## GOVERNMENT IMMIGRATION AGENTS IN CANADA.

### ADDRESSES :

*Halifax, N. S.*—E. Clay.

*St. John, N. B.*—R. Shives.

*Miramichi, N. B.*—William Wilkinson.

*Quebec*—L. Stafford, old Custom House, and Grand Trunk Station, Point Levis, where he is always in attendance on the arrival of the mail steamers, passenger vessels, and on the departure of all immigrant trains.

*Montreal*—John J. Daley.

*Sherbrooke*—Henry Hulbard.

*Ottawa*—W. J. Wills, St. Lawrence & Ottawa Railway Station.

*Kingston*—R. Macpherson, William street.

*Toronto*—John A. Donaldson, Immigrant Depot, at corner of Strachan Avenue.

*Hamilton*—R. H. Rae, Great Western Railway Wharf (opposite station.)

*London*—A. G. Smythe.

*Winnipeg*—W. Hespeler, resident Agent for Manitoba.

These officers will afford to all immigrants applying, the fullest advice and protection, and all complaints should be immediately addressed to them on arriving. They will also furnish information as to lands open for settlement in their respective Provinces and Districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expenses of conveyance, and will receive and forward letters and remittances for immigrants, &c., &c.

## IMMIGRANT DEPOTS AND CARE OF IMMIGRANTS.

Depots or stations for the reception of Immigrants are provided at Quebec, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London (Ont.), and Winnipeg.

The stations are arranged in such manner as to afford immigrants accommodation for thoroughly cleansing themselves after coming off ship-board, for taking meals, sleeping, and medical attendance; together with proper places for stowing luggage. These stations are properly guarded to protect them from intrusion of runners and sharpers, and they possess sufficient capacity for the accommodation of as many immigrants as are expected for some time to come.

Meals are provided for immigrants, of good quality at very low prices; and they are afforded gratuitously by the Government to the absolutely indigent. Medical attendance and hospital accommodation are also afforded by the Government in all cases of sickness upon arrival at the Station at Quebec; and at stations in the interior.

Railway tickets at the public charge, or free passages as they are termed, are given from Quebec, to indigent immigrants to points at which the Grand Trunk Railway has stations, in the Provinces of Quebec and Ontario; and the Local Governments pay the passages of immigrants to points inland, from the nearest station at which the Dominion Government has an agent; they also provide them with food. But the distribution to their several destinations is now made very rapidly, and in almost all cases employment is found for the immigrants immediately upon their arrival.

An officer of the Government travels with Immigrants on the trains to see that their wants are properly provided for, and that they are not subjected to any imposition on the road.

An Act has been passed by the Canadian Parliament containing provisions for the further protection of Immigrants, and for imposing penalties upon all attempts to practice imposition upon them; it also provides severe penalties for seduction of females on ship-board; and contains provisions for preventing any intercourse between ships' officers and seamen, and immigrant families, except of the most necessary kind.

Provision is also made in this bill to facilitate and render more secure the making of contracts between employers of labour in Canada and intending Emigrants in Europe, in order to encourage the advancing of the passage money by persons in Canada.

Another Act has been passed to incorporate Immigration Aid Societies, with a view also to facilitate advances from Canada for passage money and outfits of emigrants.

## PERSONS WHO SHOULD EMIGRATE.

*The Classes recommended to emigrate to Canada are:—*

Persons with capital, seeking investment.

Tenant farmers with limited capital, who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural laborers, skilled and unskilled, for whom there is a large and increasing demand.

Mechanics of various descriptions, but more particularly blacksmiths, carpenters, railway navvies, shoemakers, tailors, printers, stonecutters and masons, gardeners, bricklayers, millwrights and machinists, for whom there is a demand.

Canada offers great facilities for flax growers, dressers, spinners, &c. but this industry requires to be developed.

Domestic servants and needle women.

Boys and girls over 15 years of age.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the Mother Country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent, on first-class security.

Money deposited in the Post Office Savings Banks (Government security) draws 4 per cent. interest.

The rate allowed for the deposit of money on call in other Savings Banks is from 4 to 5 per cent., with undoubted security.

### PERSONS WHO SHOULD NOT EMIGRATE.

Clerks, shopmen, or those having no particular trade or calling, and unaccustomed to manual labor, or females above the grade of domestic servants, should not emigrate to Canada, unless going to situations previously engaged, as the country is fully supplied, and in fact overstocked with persons of this class.

### THE TIME TO EMIGRATE.

The agricultural labourer emigrant should go to Canada early in the spring. By leaving home in the middle of April or beginning of May he will arrive at a time when labor is in general demand.

The highest wages are paid during harvest, but his great object should be to get engaged by the year, so as to be sure of a comfortable home for the winter. He must remember that until he gets into the ways of the country, he is of much less use to the farmer than he will be afterwards; and he should therefore be careful not to make a common mistake of refusing reasonable wages when offered to him on his first arrival.

It is advised that farmers who come to Canada with some means, who intend to purchase farms on their own account, should in the first place put their money in a Government Savings Bank or other Bank, at interest, while they engage with some farmer, and thus, while earning good wages, have time to learn the ways of the country and look about, and so make the best possible investment in the purchase of their farm. Mistakes which may involve loss of means will thus be prevented.

During the past year there has been demand for other kinds of laborers all the year round, and also for domestic servants. This demand is likely to continue.

### THE BEST WAY TO REACH CANADA.

The emigrant should take his passage, if possible, by the regular lines of steamships, in preference to sailing vessels, as the increased comforts and saving of time in the voyage are worth more than the difference in the fare.

The intending emigrant is referred to the bills or advertisements for the days of sailing and particulars of passage.

Cabin fare, from Liverpool to Quebec, includes provisions but not wines or liquors; which can be obtained on board (£15 15s) to (£18 18s). Intermediate passage includes provisions, beds, bedding, and all neces-



sary utensils (£9 9s). Steerage passage includes a plentiful supply of cooked provisions (£6 6s). Baggage is taken from the ocean steamships to the railway cars free of expense.

Steerage passengers must provide their own beds and bedding, and eating and drinking tins.

First cabin passengers are allowed twenty cubic feet; intermediate passengers, fifteen cubic feet; and steerage passengers, ten cubic feet of luggage free. All excess will be charged.

Children under eight years of age, half price. Infants under twelve months, £1 1s.

The above are the prices of all the steam lines between the United Kingdom and America. But the Dominion Government has made an arrangement to issue passenger warrants, under which an approved emigrant of good character, declaring his intention to settle in Canada, can get a passage at the reduced rate of £4 15s; and children in proportion.

A limited number of a special class of passenger warrants will be issued to *families of farm laborers and female domestic servants*, whereby they can obtain passages to Canada at the following rates: Adults £2 5s; children under eight years, £1 2s 6d; and infants under one year, 7s 6.

Sailing vessels are sometimes advertised to sail from ports in the United Kingdom in the spring of the year, and if a passenger ship sails from any place in the neighbourhood where the intending emigrant resides, he may perhaps find it convenient to take passage by her, although as a rule it is much better to take a steamer, as three or four weeks time will be saved by doing so. The fare by sailing ships is generally £4 to £4 10s.

A steerage passenger should, if he can manage, and, especially if he has a family, provide himself with a few tins of the Aylesbury condensed milk and cocoa, a few pounds of cheese, and some pickles. The emigrant should put these things, together with any other little comforts he can afford, in a small trunk, which he should keep beside him in his berth.

This, however, will not be necessary if the emigrant sail by a first class line.

Medical comforts are provided by first class steamship companies.

OUTFIT FOR A STEERAGE PASSAGE.—1 mattress, 1s 8d; pillow, 6d; 1 blanket, 3s 6d; 1 water can, 9d; 1 quart mug, 3d; 1 tin plate, 3d; 1 wash basin, 9d; 1 knife and fork, 6d; 2 spoons, 2d; 1 pound marine soap, 6d; 1 towel, 8d; total, 9s 6d. The whole of these articles can be obtained of any outfitter in Liverpool at one minute's notice.

### CAUTION IN BUYING TICKETS.

If there be no agent of the line by which the emigrant has made up his mind to sail, living at the place at which he resides, he should write to the Canadian Emigration Agent, 11 Adam street, Adelphi, London W. C., or to any other duly authorized Canadian agent, from whom he will get reliable information.

The emigrant must take care that the steamer he intends to buy his passage in *sails direct for Canada*. Many emigrants, especially women and children, suffer severely from not taking this precaution. Forwarding agents and other interested parties often make profit by sending emigrants to Canada by way of the United States.

The emigrant is the object of so many different kinds of imposture that he should be very careful in the bargain he makes, and the people he goes to for his ticket and the necessaries of the voyage.

Advertisements, he must remember, are not always to be depended upon. The columns of a newspaper are open to everybody, and the advertisement which promises the most is often put in by the least trustworthy parties.

The emigrant will not save anything by buying his ticket beyond Quebec; and, as a rule, he is advised not to do so. If, however, he buy a ticket at home for the railway journey in Canada, he should be sure to see the printed list of prices, which no respectable agent will refuse to show.

If the emigrant have no friends or fixed place in Canada to which he wants to go, it is far better not to buy his railway ticket until he reaches Québec, where the Government Agent will direct him to the best place for settlement, or where he will most easily find work.

The emigrant should be careful to avoid *touters* and bad characters, who hang about the shipping offices, and often speak to emigrants under the pretence of showing them the place they want. These men are only hired by agents of the lowest class, and the emigrant should avoid them.

The usual second class fare from London to Liverpool is £1 6s., and the third class slow trains 16s. 9d. But an arrangement was made some time ago, by which emigrant tickets were sold for 12s. 6d. from London to Liverpool. These special tickets have been given at the booking office of the London and North Western Railway, Euston Station, upon production of the steamship ticket for proof that the applicant was really an emigrant. The system may continue, but this cannot be announced with positiveness. The special emigrant tickets are good for second class by any of the trains.

### DURING THE PASSAGE.

As soon as the emigrant gets on board, he should read the rules he is expected to obey whilst at sea. He will find them hung up in the steerage; and should do his best to carry them out, and to be well behaved, and keep himself clean, as this will add much to his own comfort and health, and also to the comfort and health of others.

If he have any grievances or real cause of complaint during the passage, he should go and make it known at once to the captain. If he have right on his side he will no doubt get justice; but if he does not, his having applied to the captain will strengthen his case should it be found necessary to take proceedings against the ship on arrival in Canada.

The law holds the master of the vessel responsible for any neglect or bad conduct on the part of the stewards or any of the officers or crew.

Any complaint of immorality or bad treatment on the passage out, should be made, *immediately on landing*, to the Government Immigration Agent at the Port, who will take immediate legal proceedings, if necessary, to obtain redress.

It is of no use complaining after the vessel and crew have left port, for redress then is difficult and uncertain.

### LUGGAGE.

All the passengers boxes and luggage should be plainly marked with the emigrant's name, and the place he is going to.

They will be stowed away in the hold of the vessel; so whatever wanted on the voyage should be put into a trunk which the passenger will take with him into his berth.

Emigrants are often induced to make a clean sweep and part with everything they have, before leaving the old country, because it is said the charges for excess of luggage are so large that they would come to more than the things are worth. Now there are many little household necessities which, when sold, wouldn't fetch much, but these same things, if kept, would be exceedingly valuable in the new country or the bush, and prove a great comfort to the family as well. It is not, therefore, always advisable to leave them behind; they may not take up much room, and the cost of freight would be little compared to the comfort they will bring.

The personal effects of emigrants are not liable to Customs duty in Canada.

Excess of luggage (unless very bulky) is seldom charged for on the Canadian railways.

### CLOTHING.

Lay in as good a stock of clothes before leaving home as you possibly can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are cheaper in the United Kingdom than in Canada. The emigrant's bedding, if it is good, should be brought; and if he has an old pea jacket or great coat he should keep it by him, for he will find it most useful on board ship.

### TOOLS.

Agricultural laborers need not bring their tools with them, as they can be easily got in Canada, of the best description, and suited to the needs of the country.

Mechanics are advised to bring such tools as they have, particularly if specially adapted to their trades.

Both classes must, however, bear in mind that there is no difficulty in buying any ordinary tools in the principal towns at reasonable prices; and that it is better to have the means of purchasing what they want, after reaching their destination, than to be hampered with a heavy lot of luggage on their journey through the country. It must also be borne in mind that the tools bought in Canada will be specially adapted to the use of the country.

### MONEY.

The best way to bring out money, especially in large sums, is by bill of Exchange or letter of credit on any Bank of good standing, as that is not liable to be lost, or if lost, could be made good again. Sovereigns are of course as good, but they are liable to be lost, and therefore it is better to bring them for personal use only.

Post Office Orders can also be had on any of the towns in Canada, and they are, of course, perfectly safe, but they are only adapted for small sums.

A sovereign is worth four dollars and eighty-six cents; half a sovereign, two dollars and forty-three cents; a crown,           dollar and twenty



cents; half a crown, sixty cents; a shilling, twenty-four cents; sixpence, 12½ cents; a fourpenny piece, eight cents; 3d, six cents; and 1d, two cents.

### EMIGRANT LAWS.

Emigrants have a legal right to remain and keep their luggage on board for 48 hours after the ship's arrival in port, except in cases where a vessel has a mail contract, or is proceeding further on her voyage.

The master of the ship is bound to land emigrants and their luggage free of all charge at a convenient landing place in the city, between sunrise and sunset.

All emigrant runners, or persons acting as Agents for Railway or Steamboat Companies, must be licensed by the mayor of the city, and the emigrant, to prevent being imposed upon, should in all cases ask to see their licenses before he has any dealings with such person.

Every tavern, hotel or boarding house keeper has to hand a list of the prices he charges for board and lodging, or for single meals, to any immigrant intending to lodge with him; and during the first three months of the emigrant's stay his luggage cannot be seized by the landlord for a larger debt than five dollars.

The Government Immigration Agents, when necessary, will see that these laws are carried out.

### ADVICE ON ARRIVAL IN CANADA.

If the emigrant arrive at Halifax, N. S., or St. John, or Miramichi, New Brunswick, he should immediately consult with the Government Immigration Agents at those ports, who will give him the best advice as to his movements for settlement or obtaining employment in those Provinces.

But if the emigrant wish to proceed to the western part of Canada, he should always, in the first place, take the steamship which sails for Quebec and Montreal.

When an emigrant arrives at Quebec, he will be landed at the newly erected Government Station, at Point Lévis, where he will find suitable preparations made for his reception and comfort, and where he can wash and cleanse himself before proceeding inland, either by the Grand Trunk Railway or by the river steamboats.

If his destination be not fixed, or if he be not going to join friends, the emigrant should be careful to consult the Government Agent, whom he will find at the Station, and who will give him the best possible advice as to where to go, or how he can best obtain employment. In every case whatever he should consult the Government Agent as to modes of travel. The Agent and Clerks are always in attendance at the Government Station to attend to the wants of emigrants.

Emigrants should take care not to listen to the opinions and advice of persons hanging about the place of landing, whose business is to make profit out of them. Many young females and unprotected persons have suffered from being deceived by this sort of people.

Emigrants arriving at Quebec, holding through tickets, and wanting to get information, may delay their journey for that purpose, as the railway or steamboat company will take charge of their luggage until they are ready to proceed.

The emigrant should be careful to have his luggage properly checked, and the Railway Company will then be responsible for it.

Emigrants who come out to join friends or relations already settled in the country should go on at once; farm laborers will get plenty of work to do in the farming districts. The Agent will not assist any one who loses his time by staying about the city, unless detained by sickness, or for some other good reason.

If mechanics should not at first find work at their trades, they had better take the first offer that is made to them, rather than be idle until occupation at their trade is found.

### RATES OF WAGES IN CANADA.

The following Statement shows an average range of the rates of wages paid in Canada in some of the principal callings:—

	DAILY.				MONTHLY.			
	Currency.		Sterling.		Currency.		Sterling.	
	\$ c.	\$ c.	s. d.	s. d.	\$ c.	\$ c.	£ s. d.	£ s. d.
Farm Servants, male (with board).	0 50 @	1 00	2 3 @	4 1	10 0 @	20 00	2 1 0 @	4 2 0
do female do					4 00 @	10 00	0 16 5 @	2 1 0
Dairy Maids .... do					1 00 @	15 00	0 16 5 @	3 1 7
Domestic Servants... do					3 00 @	12 00	0 12 4 @	2 9 3
Cooks .... do					4 00 @	15 00	0 16 5 @	3 1 7
Bakers.....	1 25		5 1		12 50 @	15 00	2 11 4 @	3 1 7
Blacksmiths.....	1 00 @	2 00	4 1 @	8 2				
Bookbinders.....	1 00 @	1 50	4 1 @	6 1				
Bricklayers.....	1 50 @	2 50	6 0 @	10 2				
Cabinet-makers.....	1 25 @	2 00	5 1 @	8 2				
Carpenters.....	1 25 @	2 50	5 1 @	10 2				
Coopers.....	1 50 @	2 00	6 0 @	8 2				
Gardeners.....	1 25 @	1 75	5 1 @	7 2				
Machinists.....	1 50 @	2 50	6 0 @	10 2				
Masons.....	1 50 @	3 00	6 0 @	10 2				
Millers.....	1 50 @	2 00	6 0 @	8 2				
Painters.....	1 25 @	2 00	5 1 @	8 2				
Plasterers.....	1 25 @	2 50	5 1 @	10 2				
Plumbers.....	1 25 @	2 50	5 1 @	10 2				
Rope-makers.....	0 75 @	1 50	3 1 @	6 0				
Saddlers and Harness Makers.....	1 25 @	2 50	5 1 @	10 2				
Shoemakers.....	1 00 @	2 00	4 1 @	8 2				
Tailors.....	1 25 @	2 00	5 1 @	8 2				
Tanners.....	1 00 @	1 50	4 1 @	6 0				
Tinsmiths.....	1 25 @	1 75	5 1 @	7 2				
Wheelwrights.....	1 25 @	2 00	5 1 @	8 2				
Ship Carpenters.....	0 75 @	2 50	3 1 @	10 2				
Ordinary Laborers.....	1 00 @	1 50	4 1 @	6 0				

The above rates of wages are based on actual prices paid during the last season. But it must be understood that all wages are liable to fluctuation according to circumstances.

As a general rule, the Immigrant is advised to take the first offer made to him until he becomes acquainted with the ways of the country. And the inducement, as before explained, to come to Canada, is not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate; but the confident hope which the poorest may have of becoming a landowner, and while securing a competence for himself, comfortably settling his children in a manner he could not hope to do among the crowded population of the old world.

## IMMIGRANT LABOR REQUIRED IN CANADA.

The Department of Agriculture caused, in 1873, a number of circulars to be sent to different parts of the Dominion, having in view, among other objects, to ascertain the number of immigrant laborers of various kinds required. The returns are not perfect, but a compilation of those sent in up to August last gives the following figures :—

Ontario .....	99,794
Quebec .....	38,358
New Brunswick.....	17,931
Nova Scotia.....	18,606
Manitoba .....	861
	<hr/>
	175,550

These figures do not include the requirements of contractors for the public works to be undertaken.

On the other hand it may be remarked there might be difficulty in distributing so large an immigration if it came suddenly. But the number of settlers the Dominion can absorb is practically unlimited.

## COST OF LIVING.

The average price of provisions in Canada may be stated as follows :— Butcher's meat averages from 7 to 10 cents per lb. ; fowls, 40 to 50 cents per couple ; geese, 40 to 50 cents each ; turkeys, \$1 ; eggs, 35 to 40 cents per dozen ; butter, 15 to 25 cents per lb. ; potatoes, 35 to 50 cents per bushel ; flour, \$6 to \$7 per barrel ; tea, 50 to 75 cents per lb. ; sugar, 8 to 15 cents per lb.

Rents are moderate ; and good board and lodging may be obtained for about \$3 per week.

Clothing is about 25 per cent dearer than in the United Kingdom ; but good clothing, suitable to the country, may be obtained at moderate prices. Tweeds are cheaper in Canada ; and good boots and shoes are made by machinery at moderate prices.

In short, Canada is a cheap place to live in ; and living here is cheaper than in the United Kingdom and elsewhere on the continent.



## GRAND TRUNK RAILWAY OF CANADA.

TARIFF OF RATES FOR PASSENGERS, CORRECTED IN MARCH, 1873.

*All previous Rates are cancelled.*

CANADA.		FROM QUEBEC.			
Name of Place.	Name of County.	Distance, Miles.	FARES.		Extra Luggage per 100 lbs.
			1st. Class.	Emigrant.	
			£ s. d.	£ s. d.	s. d.
Acton West .....	Halton .....	538	2 10 3	1 5 6	3 1
Almonte .....	Lanark .....	385	1 11 0	0 17 0	2 1
Arnprior .....	Renfrew .....	402	1 12 0	0 17 0	3 1
Barrie .....	Simcoe .....	565	2 11 6	1 9 0	2 1
BELLEVILLE .....	Hastings .....	389	1 17 6	0 18 6	1 6
Berlin .....	Waterloo .....	564	2 11 8	1 7 0	2 1
Bowmanville .....	Durham .....	459	2 5 2	1 0 6	1 0
Bradford .....	Simcoe .....	544	2 8 6	1 6 0	2 1
Brampton .....	Peel .....	524	2 8 2	1 3 6	2 1
Brantford .....	Brant .....	631	2 13 9	1 9 0	3 1
Brighton .....	Northumberland .....	411	2 0 4	0 18 6	1 0
BROCKVILLE .....	Leeds .....	294	1 6 6	0 12 3	1 0
Carleton Place .....	Lanark .....	340	1 10 0	0 16 0	1 6
Chatham .....	Kent .....	680	3 4 6	1 13 0	3 1
Coaticook .....	Stanstead .....	143	0 15 0	0 8 9	1 3
COBOURG .....	Northumberland .....	432	2 2 0	0 18 6	1 0
Colborne .....	Northumberland .....	418	2 1 6	0 18 6	1 0
COLLINGWOOD .....	Simcoe .....	597	2 15 0	1 11 0	3 1
Compton .....	Compton .....	135	0 14 0	0 8 0	1 3
Cornwall .....	Stormont .....	237	0 18 6	0 8 2	1 0
Dickenson's Landing .....	Stormont .....	245	0 19 8	0 9 0	1 6
Dundas .....	Wentworth .....	546	2 7 6	1 3 6	1 6
Galt .....	Waterloo .....	572	2 11 6	1 6 0	2 1
Gananoque .....	Leeds .....	324	1 9 9	0 13 3	1 0
Georgetown .....	Halton .....	532	2 9 3	1 4 6	3 1
GODERICH .....	Huron .....	635	2 18 0	1 13 6	3 1
Guelph .....	Wellington .....	549	2 11 3	1 6 6	2 1
Hamburgh .....	Waterloo .....	576	2 12 0	1 7 6	3 1
HAMILTON .....	Wentworth .....	541	2 7 6	1 3 0	1 0
Ingersoll .....	Oxford .....	597	2 14 6	1 8 6	3 1
Keen .....	Peterborough .....	452	2 4 0	1 3 0	1 6
Kemptville .....	Grenville .....	304	1 5 6	0 16 0	1 6
KINGSTON .....	Frontenac .....	342	1 10 9	0 14 3	1 0
Komoka .....	Middlesex .....	626	2 18 0	1 11 0	3 1
Lancaster .....	Glengarry .....	223	0 18 9	0 8 2	1 0
Lefroy .....	Simcoe .....	558	2 9 6	1 7 0	2 1
Lennoxville .....	Compton .....	123	0 12 6	0 6 9	1 3
LONDON .....	Middlesex .....	622	2 17 6	1 8 9	3 1
Matilda .....	Dundas .....	268	1 2 9	0 11 2	1 0
MONTREAL .....	Montreal .....	169	0 12 4	0 6 3	0 6
Mount Brydges .....	Middlesex .....	631	2 18 6	1 11 0	3 1

## GRAND TRUNK RAILWAY PASSENGER TARIFF.—Continued.

CANADA.		FROM QUEBEC.				
Name of Place.	Name of County.	Distance, Miles.	FARES.		Extra Luggage per 100 lbs.	
			1st Class.	Emigrant.		
			£ s. d.	£ s. d.	s. d.	
Napanee....	Lennox.....	368	1 14 6	0 17 2	1 0	
Newmarket.....	York.....	536	2 7 6	1 5 0	2 1	
Niagara Falls.....	Welland.....	584	2 14 0	1 7 0	3 1	
Oakville.....	Halton.....	524	2 6 6	1 2 0	3 1	
Osgoode.....	Carleton.....	312	2 8 6	1 4 0	1 6	
Oshawa.....	Ontario.....	469	2 5 2	1 0 6	1 0	
OTTAWA.....	Carleton.....	336	1 9 0	0 16 0	1 6	
Paris.....	Brant.....	568	2 12 8	1 8 0	2 1	
Perth.....	Lanark.....	334	1 9 0	0 16 0	1 6	
Peterboro'.....	Peterboro'.....	460	2 5 0	1 4 0	1 6	
PORT HOPE.....	Durham.....	440	2 0 0	0 18 6	1 0	
Prescott.....	Grenville.....	282	1 4 6	0 12 3	1 0	
Preston.....	Waterloo.....	575	2 12 0	1 6 6	2 1	
Princeton.....	Oxford.....	575	2 12 0	1 7 0	2 1	
QUEBEC.....	Quebec.....					
RICHMOND.....	Richmond.....	96	0 9 0	0 4 0	1 0	
Richmond Hill.....	York.....	517	2 5 6	1 3 0	2 1	
SARNIA.....	Lambton.....	617	2 17 6	1 8 9	3 3	
Sault St. Marie.....	Lake Superior.....	900	4 17 0	2 7 0	4 2	
Shannonville.....	Hastings.....	383	1 14 0	0 17 6	1 0	
SHERBROOKE.....	Compton.....	120	0 12 0	0 6 6	1 0	
Smith's Falls.....	Lanark.....	319	1 8 0	0 15 0	1 6	
St. Catharines.....	Lincoln.....	560	2 14 0	1 7 0	1 6	
STRATFORD.....	Perth.....	589	2 12 6	1 7 10	3 1	
Suspension Bridge.....	Welland.....	584	2 14 0	1 7 0	3 1	
Thamesville.....	Bothwell.....	664	3 2 6	1 13 0	3 1	
Thornhill.....	York.....	512	2 5 0	1 2 6	2 1	
TORONTO.....	York.....	501	2 5 0	0 6 1	1 0	
Trenton.....	Hastings.....	400	1 19 2	0 18 6	1 0	
Wardsville.....	Middlesex.....	653	3 1 2	1 12 6	3 1	
Whitby.....	Ontario.....	473	2 5 2	1 0 5	1 0	
Williamsburg.....	Dundas.....	260	1 1 8	0 10 7	1 0	
Windsor.....	Essex.....	732	3 4 6	1 13 0	3 1	
Woodstock.....	Oxford.....	587	2 13 6	1 8 0	3 1	

## COST OF TRANSPORT TO MANITOBA.

By Order in Council, dated January 23rd, 1873, the fare for emigrants from Fort William to Fort Garry has been reduced to \$10 for adults; children under 12 years, half-price. The fare from Toronto to Fort William is \$5 for emigrants. Each emigrant is allowed to carry 150 lbs. of luggage free. Extra luggage 35 cents per 100 lbs.

Emigrants should take their own rations. Provisions will, however, be furnished at cost price, at Shebandowan, Fort Francis, and the North West Angle of the Lake of the Woods.

Merchandise will be carried, after June 20th, 1873, over this route, from Prince Arthur's Landing to the north-west angle of the Lake of the Woods, for \$40 per ton of 2,000 pounds.

Each piece or package to be of convenient size, not exceeding 300 lbs. in weight, and to be firmly bound or fastened.

Horses, Oxen, Waggon, and heavy articles, such as castings and machinery, can be sent through to the same point, on giving due notice and making special arrangements for the conveyance of the same.

No wines or spirituous liquors will be taken over the route from Prince Arthur's Landing.

The route is from Toronto by the Northern Railroad to Collingwood, and thence by steamer to Prince Arthur's Landing, Thunder Bay, which takes about three days and a half. On arrival at Thunder Bay, an emigrant reception house is to be found.

From Prince Arthur's Landing, a government stage runs over a splendid road 45 miles to Lake Shebandowan, with stopping places every 10 miles for meals.

The journey by water now commences, which is easy and comfortable, by means of a small steamer on each lake. At the portages dividing the lakes, houses are erected for the comfort of immigrants.

Bare Portage, or Kettle Falls, are next reached, and then Rainy Lake, where a large steamer, 100 feet long, conveys passenger and freight to Fort Francis, where another steamer conveys them down Rainy River and across the Lake of the Woods, terminating at the North-West Angle.

Then comes a land journey of 93 miles, by stage or team, with resting places in government houses at Brick River, White Mud River, and Oak Point, about 30 miles from Fort Garry.

On arrival at the latter place, a large government house will be found with sufficient accommodation, where the immigrant can remain until he settles his business or finds employment.

The distances travelled are 96 miles by rail to Collingwood, 532 by steamer to Prince Arthur's Landing, 45 miles by stage or waggon to Lake Shebandowan, 310 miles of broken navigation to the North-West Angle of the Woods, and 95 miles stage or waggon to Fort Garry, the whole of which can be accomplished in about 14 days from Thunder Bay, by government transport, for the sum of \$10, with an additional \$5 for provisions for consumption on the way.

Those who have passed over the route speak highly of its facilities and the comfort they experienced on the journey.

#### ASSISTED PASSAGES.

The Dominion Government grants assistance, in certain cases, or the ocean passage to approved settlers in Canada, families, and others, by means of passenger warrants. Particulars may be obtained from advertisements, or any of the Canadian agents, whose addresses are elsewhere given in this publication. See also page 49 of this pamphlet.







